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BROTHERHOOD OF LOCOMOTIVE ENGINEERS'

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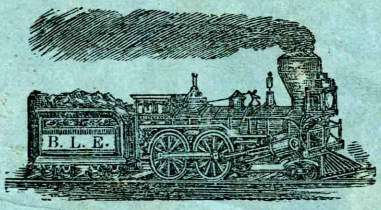

DEVOTED TO THE INTERESTS OF THE LOCOMOTIVE DEPARTMENT OF RAILROADS.

Published by order of the Grand International Division,

UNDER THE IMMEDIATE SUPERVISION OF

CHARLES WILSON, G. C. E., AND S. R. MUDGE, F. G. A. E.

ROCHESTER, N. Y.

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THE

LOCOMOTIVE ENGINEERS'

MONTHLY JOURNAL.

VOL. I. APRIL, 186[illegible] NO. 4.

The Heroes of the Locomotive.

President Tuttle, of Wabash College, Indiana, in the New York *Independent*, thus celebrates the merits of a class of every-day heroes whose watchful guardianship, though absolutely necessary to the personal safety of every individual who sets foot on a railroad train, is not always remembered:

"It may be an admission of weakness, and yet I confess to a high admiration of a class of men to whom a vast burden of responsibility in the matter of human life is constantly intrusted: I refer to our railroad engineers. The locomotive in itself is a marvel of ingenuity and power. Compact, perfect in form and adaptation, indispensable to the wants of civilization, it is one of the finest instruments. The man who controls these thirty tons of organized iron which we call a locomotive, must secure both self-respect and self-confidence. I have sometimes stood beside the track when a train has come flying along, and have observed with boundless admiration the man on whose vigilance, skill, and pluck, the safety of it so largely depended. His left hand on the lever, his right on the reversing lever—if that be its name, his body bent forward eagerly, and his eye keenly scrutinizing the track ahead, lest the tremendous momentum of this train, meeting with some obstacle, should dash itself in an instant into a horrible wreck. How, now, can a man be weighed down with such a responsibility and not be a stronger and more self-reliant man?

Some years ago, with a party, it was my fortune to be on the Erie railway when the engineers engaged in a general strike. I sided with the engineers, believing them to be wronged. At the Susquehanna station we found a large body of engineers, more than I had ever seen together at one time. They were not noisy, nor braggart, nor tipsy; but I then said, what I now believe, that they were the finest body of operatives I ever saw. Intelligent, bold, strong,

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each the manager of such a wonderful machine, they found at least one ardent admirer that day.

Some of the most remarkable exhibitions of courage have been made by men of this class. A few years ago my friend Orsbone, who has driven the locomotive for the mail train on the Morris and Essex railroad for twenty years at least, with faultless faithfulness, was once delayed by snow on the track for several hours, but received explicit orders from the Superintendent—not that splendid officer who has just resigned his office on that road—"to go ahead," for the road was clear, no other train was on the track. After satisfying himself that he had not misunderstood the order, he left the summit on a steep down grade, and, in rounding a sharp curve, came on a train that was ascending the same grade under full head of steam. In an instant he whistled down brakes and reversed his engine. The noble thing, under such a tremendous strain, as if fully aware of the danger, obeyed and threw itself back to avert the catastrophe. Meanwhile the other engineer had done the same thing with his locomotive; but it was possible only to modify the shock. Together rushed those two panting and reluctant giants,their joint weights not less than sixty tons, with the gathered momentum of their following trains. They rose like two furious animals in fight, standing on end, and in a trice the two splendid machines were a wreck. The cars behind them were also badly crushed. Orsbone did not leap from his engine; but, never moving his hands from the levers which controlled it, he stood as resolute as a rock at his post until the shock came, and then quick as thought adjusted his valves to allow the steam to escape without an explosion. Our war can furnish no clearer proof of the finest courage than that.

At the crossing of the Morris and Essex railway and the Orange turnpike may be seen a flagman with one leg. The other he lost in the wreck I have just described. Had he had Orsbone's nerve to face danger, he would have escaped unhurt. Poor fellow! the man who issued the presumptuous blunder that day tried to buy him off from prosecuting the company for the sum of one hundred dollars—an offer which poor "Bob's" wife met with this query: "Mr.——, would you sell one of *your* legs for a hundred dollars?"

During the war an incident occurred on the Pennsylvania Central, which was related to me by an eye witness. My informant was with a regiment of soldiers going from Pittsburg to Harrisburg in a special train. Between Johnstown and the summit they were delayed by a freight train off the track, or a part of its cars off. This they learned at one of the stations, and remained there until they should be informed that the track was clear. It was in the night, and most of the thousand men on the train were asleep, unconscious of their danger. Four heavily loaded coal cars belonging to the train ahead had, by accident, become detached, and began the descent of the heavy grade at a speed which soon became terrible. The engineer of the special train heard the roar of the descending cars, and surmised what was the matter. In an instant he ordered his engine to be detached from the train, and put on steam to meet the runaway cars, if possible, break their force and save his train. His locomotive was a large freight and he had moved several rods ahead when the coal cars struck him like a thunderbolt, and crushed his engine back on the train; but his heroic courage had saved many lives. His engine was utterly demolished, and many of his cars were also crushed but he had so broken the force of the shock that no lives were lost. The man's name was Story, and his grateful beneficiaries presented him some elegent silver plate, with the deed itself and their names engraved on them. When asked why he did not abandon his train, he replied: "Quick as lightning, I thought I had better die than to have those runaway cars cut clean through my train, destroying hundreds!" It was a heroic answer.

Let me relate one more incident in the same line. That part of the Marietta and Cincinatti railroad between Athens and the Ohio river was formerly made famous by the number of its long aud high trestle bridges, With a few exceptions,these are now filled up and the road is becoming one of the best. At one time the company was in great straits, and many of the operatives were unpaid. Some of the men were desperate, and as facts proved, dangerous. On a certain evening, a train was approaching one of these trestle bridges. It was known that the Directors of the road were aboard, and some villains had determined to throw the whole train from that bridge. The engineer letting his train move at the ordinary speed, suddenly discovered that a rail had been displaced on the bridge. He seemed to know instinctively that the momentum was too great to save the whole train; and he signaled the brakes down and reversed the engine, to stop, if possible, the cars before reaching the chasm. Then, opening the throttle valve, his engine sprang forward so violently as to break the connection with the train, and dashed to the awful leap.

While standing there the engine went over with him and, marvellous to relate, he, falling under the huge weight, was preserved from being crushed by the engine bell at his side. The train, for the rescue of which he had exhibited such incredible pluck, stopped just soon enough to escape the horrible leap after the engine. This bold man's name I have not heard; but he recovered from his wounds and is still an honored employee of the company.

We glorify our heroes of the battle field and the sea; we stand all agog with admiration if some foolish man or more foolish woman ascends Mont Blanc just for the name of the feat; we talk about Alexander and Bucephalus, and Cæsar in the boat in the tempest—why may not my humble pen glorify the heroes of the locomotive-engine, who exhibit as praiseworthy a daring as any heroes in other fields? And they do this in the constant service of the thousands

of families who every hour of the twenty-four are represented on the railways of the world. All honor to the heroes of the engine, and "ten thousand times ten thousand" if they could, would respond "Amen."

Tempering Springs.

A knowledge of the art of tempering springs is of some importance to the mechanic. There is, perhaps, no kind of tempering that requires so much care in manipulatoin, as getting good spring temper. It is necessary that the spring be carefully forged: not over-heated, not hammered too cold. The one is detrimental as the other. To insure a spring that will not warp in tempering, it is requisite also that both sides of the forging be equally wrought upon with the hammer; if not, by the compression of the metal on one side more than another, it will be sure to warp and twist. We will suppose that the article has been carefuily forged, finished up, and is ready for tempering. Clean out the forge, and make a brisk fire with good clean charcoal; or, if bituminous coal must be used, see that it is well burned to a coke, in order to free it from the sulphur that it contains, as sulphur will destroy the "life" of the metal; then carefully insert the steel in the fire, and slowly heat it evenly throughout its entire length. Give it time to heat through its thickness, and when the color shows a light red, plunge it evenly into lukewarm water, or water from which the cold chill has been taken off, so as not to chill the surface of the metal too quick before the inside can also harden, and let it lie in the water until it is of the same temperature as the water. A much better substitute for water is a good quality of animal oil—whale oil or lard oil is the best; as a substitute, we have used lard, by melting it before we inserted the heated steel in it. The advantage of using oil is, that it does not chill the steel so suddenly as water, and there is less liability to crack it. Remove the hardened spring from the water after it has sufficiently cooled and prepare to temper it. To do this, make a brisk fire with plenty of live coals, and then smear the hardened spring with tallow, and hold it over the coals, but do not urge the draught of the fire with the bellows while so doing; let the fire heat the steel very gradually and evenly; if the spring is long, move it slowly over the fire so as to receive the heat equally. In a few moments, the tallow will melt; then take the fire and blaze for some time; while the blaze continues, incline the spring, or carefully elevate either end, so that the blaze will freely circulate from end to end, and completely envelope it. The blaze will soon die out; then smear it again with the tallow, and blaze it off as before. If the spring is to be subjected to a great strain, or it will be required to perform much labor, it may be lightly blazed off for a third time; and if it is to be exposed to the vicissitudes of heat and cold, it must be left to cool itself upon a corner of the forge, and not cooled by putting it in the water or throwing it on the ground.

Spiral springs of steel wire are tempered by heating them in a close vessel with animal charcoal, or with bone dust packed arond them similiar to the process of case-hardening; and when thoroughly heated, cool them in a bath of oil, and proceed to temper them by putting a handful of them in a sheet iron pan, with tallow or oil, and agitate them over a brisk fire. The tallow will soon blaze, and the agitation will cause them to heat very evenly. The steel springs for fire-arms are tempered in this manner, and may be said to be literally "fried in oil." If a long slender spring is needed that requires a low temper, it can be made by simply beating the soft forging on a smoth anvil with a smooth-faced hammer. By this means the metal will be sufficiently compressed to form a very good spring without further tempering. Use a light hammer in the process and "many blows," and a spring will be made that will last for a long time, where it has no great portion of labor in its action.—*American Artizan.*

[Communicated.]

"The Drivers of the Iron Horse."

There exists in this country a set of men whose life is a perfect paradox. They pass their existence in a whirl of the wildest excitement and danger, which is, at the same time to them, but wearisome monotony. They have homes and firesides, and wives and children, yet, they are ever wandering to and fro, dashing along by cities, villages, quiet country fields, dark forests, and gloomy tunnels, as if they had no resting place. Seen daily by thousands of their fellow beings, they are personally known to but very few. Though holding responsibilities, the very contemplation of which are fearful, they are scarcely thought of by even those who place themselves within their power. Until the past season of war, there were none in this country who had the lives of others so utterly in their power, day by day, and night after night.—Though they never see or speak to the processions of travellers who follow unresistingly in their wake, yet they have that procession completely in their power. With the spirit in "Manfred," they can almost say—

> "Our hands contain the hearts of men,
> Our footsteps are their graves."

These anomalous beings are they who "run" the railroad trains—the engineers, firemen and brakemen.—We have been looked upon as the rougher kind of humanity—have been the subjects of severe condemnation and reproach upon the occurrence of any disaster—while our skill, bravery and presence of mind, have scarcely ever found a chronicler. Yet, if the record of the many noble deeds were all gathered and presented in their true light, it would be found that these rough, weather-worn men were entitled to as high a place and as lofty a fame as have ever been allotted to any other class of men who cope with danger and disaster. I have often thought of the poor estimate in which the class to which I belong are held by the people generally, who take their seat in the easy cushioned seats of the car, and read of some deed of heroism, on some far-off field of battle, and think

Alexander the Great was one of the most passionate men of his day.—After he had conquered the world, he then undertook to conquer himself. Some of the older kingdoms gave a banquet in commemoration of some of the great general's victories, and after the wine had passed from officer to private, and perhaps all felt as if each individual was the hero of the occasion, one of the general's subordinate's insulted him. In an instant all the assembly expected to see the officer stricken down by the sword of the great man, when, to their great surprise, he beat his own head with his own fist. And when asked why he didn't punish the offender, he replied that he was conqueror of the world, and was now trying to conquer himself. I think this is a good example, and even down to the present time we may all practice his pre cepts. And I honestly think, by so doing, you will gain the esteem of your employers.

Possibly, some inquiring brother may say, why don't the writer of this article include himself, (and like the organ boy say we.) I will answer by saying, if you look over the back numbers of *Fincher's Review*, you will find, in the second number for December, 1865, a notice from brother Metzgar, of a fatal accident at Pana, on the I. C. R. R., not causing death, but the amputation of Brother Peter Suisher's left arm. I am the unfortunate. I am now prohibited from enjoying the pleasure of meeting my brothers on the fiery steed, while on the road; but I can meet them every Saturday in our pleasant division room, and that with a smiling countenance, since the fund has been started for the support of members in my condition, yet I sincerely hope and trust I may never have to ask for the charity of our noble institution.

I, indeed, have sustained a terrible loss, but I have my right arm left yet, and my intellectual faculties good as ever; so I WILL yet be capable of some kind of business.

The company is generous enough to pay me seventy dollars per month, after being idle for about one year. Through the influence of Mr. Hughitt, the general Superintendent, they have paid me regular since the first of January, 1867; and I think I can duly appreciate his kindness towards myself and family. And if railroad officials would show a little more kindness towards their employes, they would have better men, especially engineers. An engineer can show no better proof of great respect for the officials on the road which he is running, than to attend strictly to his every day duties; and all master mechanics should appreciate this mode of showing kindness; yet such is the case some times in this country. When there is a slack time good men have to suffer suspensions, and especially in the summer months, when the pleasantest time in all the year is offered by nature to the engine-men, and it so happens that sometimes their places have to be filled with men of bad repute—but not often.

Well, I commenced this article something like Shirkey's man in Arkansas, only I am not trying to see how I could *a fit*, but I am going on the same principle.

The *Journal* is gaining ground here fast, and I think all the members of division No. 24 will soon be firm supporters, as they can readily perceive, that if there is nothing gained, there can be nothing lost.

Yours fraternally,

PETER SUISHER.

FROM DIV. No. 12.

FORT WAYNE, April 13th.

BRO. S. R. MUDGE:

Having a few leisure moments, and well knowing that I am justly indebted to you, I deem it my duty to improve the opportunity. Since you last visited us we have been getting along finely. We have orderd our regalia and it will be completed in time for our next regular meeting. All of the Brothers take hold of the new work with a will and determination, as though they felt proud that they were members of an organization which is based upon as true principles as the B. of L. E. is at the present time. At regular meetings all present seem to take a deep and heartfelt interest in the work and the Brotherhood generally. We will have five more members to report as soon as they can be present to be initiated, they have all been balloted for and elected; there are several more that are good men that talk of joining heart and hand with us in the good cause. We hold out no other inducement than our good behavior and fulfillment of our Constitution and By-Laws, which every engineer can read and judge for themselves. I am satisfied that the prejudice that has heretofore existed in the hearts of those not connected with our organization, is beginning to wear away, and that the time will soon come when all good locomotive engineers will join our ranks and travel with us on the straight and narrow road of justice, temperance and virtue, where there is no switches left to launch us into eternity in the darkness of night. If this should be our fate, may we so live and act, that we may be fully prepared to meet the grim monster death, let it be in our quiet home surrounded by family and friends, or standing faithfully at our post thundering along at lightning speed upon our locomotives, when no one beholds us save the all-seeing eye of God. I find in places where the Brotherhood is not unanimous among the engineers, that there is a feeling of mistrust manifested on the part of the officers of the road. I think perhaps this is brought about by some of the members making confidants of those not connected with our organization, and in some cases make confidants of the officials of the road; if not directly, it gets there through the party heretofore mentioned. Brethren: we should keep our own counsels. Let our actions speak for us, as they will more readily explain the intention of the heart.—This making confidants often terminates in the misrepresentation of the principles of the Brotherhood, as well as the action of its members. A case of this kind occurred on one of the roads running out of this city. The way the matter was represented to

the officers of the road looked very bad on the part of the Brotherhood; but when the matter was investigated, the officers found, to their astonishment, that all parties concerned in the affair were outside of the organization. The result was, the Brotherhood was relieved of the charges, and the engineer, who was supposed to be connected with the Brotherhood, was allowed to retain his situation on the road without any further molestation. And I am happy to inform you that our members are attending to their own affairs, and will say, further, that we do not endorse the confidential plan among engineers, or any other class of men, in matters relating to the Brotherhood.

If any of our members are guilty of unbecoming conduct, more particularly that of being intoxicated, either on or off duty, the officers of the road on which he is employed, will be immediately informed of the facts in the case. All members are required to live up to the rules and regulations of our constitution and by-laws. It certainly must be a source of gratification to a master mechanic or superintendent, should they unexpectedly (*as is often the case*) want an engineer to go out with a freight or passenger train, to have men who are at all times found capable of performing their duty—men with clear minds—men who for the past few hours previous to their being called, have not been spending their time around some grog shop or brothel, drinking the deadly beverage, drugged with poisonous ingredients to give it color and make it pleasant and palatable to the taste of its consumer.

Now, brothers, let us take warning, and shun the paths of vice and intemperance, and show to the world as well as our employers, that the locomotive engineers are not so far behind the age of civilization that they cannot be men among men, and at the same time claim and obtain the right which so justly belongs to them. Yours fraternally,

W. T. JACKSON, C. E.

FROM DIV. No. 51.

PHILADELPHIA, April 21st, 1867.

Brothers: We are all engaged in one great cause: that of elevating our characters as men and our standing as locomotive engineers, and all depends upon our individual merits. In the first place we are in duty bound to conduct ourselves so as to gain the esteem of our employers and the public at large. How shall we do this? By being temperate in our habits and obeying the rules and regulation of the company whose employ we may be in, working one with another, as that has more to do with the successful working of a railroad than many an engineer gives it credit for, on first thinking it over. If you see a fault in a brother, go to him. Tell him if he looks at it right, he will know that it is for his interest more than yours, and will thank you. Also be ready to receive the advice of any one who should take interest enough in you to give good advice. No brother will be more ready to receive advice than your humble servant. Do not let that enemy of all working classes—*jealousy*—get in your ranks. It causes more trouble than any other thing.—I see, almost every day, how bitter the feelings of some men are against the Brotherhood; but if it was not for the looking-glass behind them, you would be led to believe they were your firmest friends. I see men who have the title of locomotive engineers running important trains on railroads, who are drunk two and three times a week, but the master of machinery is kept blinded in regard to the matter. If one of the members of the Brotherhood report a man not belonging to the order for his drunken habits, then there is such a fuss at the round house by those he supplies with these rations, that you will receive black looks for a month, and be discommoded in every possible shape and manner.

I hope that the time is not far distant when railroad officials will consult with the locomotive engineers when they want a good man, who are members of the Brotherhood, and we can give them our word and honor that we will not deceive them. If it should happen that we have placed our confidence wrong, we can right it to their satisfaction. We have had the pleasure of seeing a great change here; and, also to have gentlemen, who stand high as any in the State, say to us you are doing more than I gave the Brotherhood credit for, in making such a fine body of men as the locomotive engineers are, at the present time. Three years ago they were almost afraid to ride over the road; and, to tell the truth, I have started out when I almost trembled myself, knowing who was going to follow me on an express train at midnight. I will close by hoping that the day is at hand when we can all go without fear, knowing who has the throttle lever in his hand, and that he is a member of the Brotherhood of Locomotive Engineers.

Fraternally yours,

LEONARD D. TUFTS, F. A. E.

FROM DIV. No. 57.

PROVIDENCE, R. I., April 22.

BROTHER WILSON:

Dear Sir: I am at a loss to know how to make a report of our division, as we have nothing new, or that will be interesting to our brothers throughout the country. But then, charity begins, or should begin at home.

Our division, at the present time, is in very good standing. Our regular communications are on the first and third Thursday evenings of each month, at 48 Weybosset street. L. J. Patton, C. E.; A. A. Ward, F. A. E. There has been, for the first time since its organization, a little feeling among the members, which men of good judgment ought not harbor at such places. We must remember where so many are convened, that we can not all carry our own points, but must unite willingly with a majority and lay aside all this personal feeling. The Brotherhood is prospering, and I think with proper care and a little doing over, we soon can say, as before, all is going well with this division, and brotherly kindness prevails among its members. I am one of those kind who can see faults at home; this is why I feel to speak so plainly as I do. I do it not to censure any

one, but merely to show my brothers, we all have an active part to perform personally, and at all times be ready to guard against snares and temptations, which are continually thrown round to entrap us. Belonging to a Brotherhood, or any organization, does not make the man, but living strictly to its by-laws, &c. We propose to elevate our standing and our character as men. In order to do this, we must prove it to our officials, and the community at large, by our actions and habits continually.

Let us try, brothers, by an earnest endeavor, to gain and retain the good will of those who employ us. Some of us are under officers whom we do not respect as we should—neither do we appreciate their goodness as we ought. When we have such men, and do not respect them, they cannot continue to respect us. We should first learn to respect ourselves, then we shall better understand how to respect others; but if we do not have any for ourselves, they will not have any for us.

Brother Gilbert, said in his remark, Jan. 1st, 1867, how many valuable lives have been destroyed on our railroads, and how many thousands of dollars have been wasted through the negligence of the engineer, caused by his head being bewildered and his arm unnerved by the demon of intemperance.

Now, brothers, let us take into consideration all these evils which the human race is heir to, and we will see for ourselves the duty and responsibility that rests upon us personally. If we will but only do this, we shall be better men, and set examples that will long have their influence after we have gone to that land from whence no traveller returns.

Yours fraternally,

BEN. HASKELL.

FROM DIV. No. 34.

MORROW, April 13th.

BRO. MUDGE:

Little Miami Div. No. 34, located in Cincinnati, is still in a flourishing condition, now numbering thirty one, having initiated Mr. Edward Evans since my last report.

In my last letter, I stated the length of our road, now I will tell you how we run. Freight train engineers run four days for a week's work, and receive twenty four dollars or four dollars per day, and run four hundred and eighty miles per week. Passenger train engineers run one hundred and twenty miles every day, and receive four dollars per day. All firemen receive two dollars and ten cents per day. Engineers and firemen receive pay for all extra trips made. The wages are small, but we make considerable over-time, and by that means we are enabled to make an honest, but hard living. Hoping that times will soon change for the better, I will close for the present.

Yours fraternally,

J. B. DONLEY.

FROM DIV. No. 12.

FORT WAYNE, April 13th, 1867.

BRO. MUDGE:

Your communication of the 8th was received at our last regular meeting and the brothers were much pleased with its contents also to hear from you, as they always are.

The financial affairs of this division have been investigated and we find it in good condition and the brothers appear satisfied with the transactions of the officers of the past year. But little change was made at the last election which was held April 6th.

The second number of the *Journal* is at hand and we are much pleased with the matter that its columns contain. Division No. 12 is getting in earnest and taking hold of the good work with a spirit and determination to bring our organization to that standard of perfection which will place us beyond reproach. I think the division is in better condition to-day than ever was before, the brothers appear to have more confidence in one another, as well as the cause they represent. When I look over the past and see what trials we have passed through, I am almost astonished, and wonder at the existence of our division. When I think of the influence that was brought to bear against us, some of the most powerful corporations of the country stood before us like an army in battle array, yet, notwithstanding all of those combinations combined for our overthrow, thank God we have withstood the shock and yet live, for we had some true, and noble men, and the word fail has not been written in the hitsory of Division No. 12.

I feel confident in my own mind that there is no division in existence that has labored under as many disadvantages as our division. And to those who contemplated our overthrow, I will say in behalf of Division No. 12, that we forgive you, believing that you did not fully understand the principles of our organization. Our rules and regulations are strictly enforced, for we intend to show our employers that we will practice what we preach on all and every occasion. No violation of the rules of the R. R. Company or of the Brotherhood will be tolerated under any circumstances whatever, unless it can be proved clearly that the act was unavoidable on the part of the brother. I hope the good work will go on until every good engineer will deem it his imperative duty to be connected with the Brotherhood.

Yours fraternally,

W. H. CONKLIN, F. A. E.

FROM DIV. No. 39.

SEYMOUR, Ind., April 14th.

BRO. MUDGE:

The good work is still progressing, and I hope the time is not far distant, when the Brotherhood of Locomotive Engineers will be recognised, sustained, and encouraged by railroad officials, as some of them have been brought to a sense of the proper relationship which should exist between the rail-road company and our worthy order. They are continually brought in contact with the influences of the order, and are beginning to understand that we recognise none who have not proved themselves worthy and competent. The influence over our worst enemy (intemperance) is truly astonishing, and should be highly honored for that, if no other virtue existed. But that is not all,

a man must not only be temperate, but must posess the requirements necessary to make a competent and first class engineer in every respect. We therefore look to the company's interests as well as our own. For if an unworthy man should by chance gain access to the privileges of the Brotherhood, his every act is closely watched, and that by persons more conversant with the engineer's duty than the officers can possibly be. Should he prove himself unworthy the name of brother he is immediately expelled and published in such manner that no person can complain if they were imposed upon by him. If the officials were supplied with our *Journal*, and had interest enough in us, to look over the expulsion list, whenever a strange man applied for work, and then convince themselves that he belonged to the Brotherhood, they would never fail to get a man in whom they could trust the thousands of lives traveling on their road, and their vast amount of capital invested in cars and machinery, without the least fear of their business being handled by ignorant or reckless men. Division 39 has faced the music since its organization without the least faltering whatever. We have labored under many disadvantages, but I am happy to say that all difficulties have been met with a promptness which could hardly be expected by those who do not know the material that compose No. 39.

We are increasing our roll of loyal hearts, to the cause of justice and reform, by the admission of men into our folds who do not stand upon trifles, when they are required to act for the welfare of the Brotherhood. they endorse anything likely to benefit engineers as a class, consequently will, with a heavy majority subscribe for the *Journal*, and in addition to the list you received a few days since, I expect to send one soon that will prove to you that we are not only brothers in name, but brothers in deed. Our meetings are regular and well attended, all work for the one great object, to make us better and happier. To our travelling brothers who may chance to stop in the little Hoosier City, we extend a cordial greeting, and they will find us duly assembled in Odd Fellows' Hall on the 1st and 3d Fridays, and 2nd and 4th Saturday nights in each month. Bro. H. C. Brown our worthy C. E., and a host of other warm hearts will be ever ready to accomodate strangers. I have just returned from a trip to the far West, and will make a few remarks relative to the brotherhood (as I found it) in that quarter. My route took me over the Missouri and Pacific R. R., which is supplied with engineers of the first water; they are exemplary men, and are fully posted, both as regards their profession and the principles of the brotherhood, which they endeavor to carry out to the letter. The order is considered indispensable to the qualifycations of a first class engineer. They informed me that the M. M. selected his men from the ranks of the Brotherhood; this accounts for the splendid condition in which we find their machinery. I had the pleasure of forming the acquaintance of brother J. L. Saunders,—no better or more

sociable man ever stood on the footboard of a locomotive. He is without doubt a brother of the right stamp, and to judge from appearances he is not alone, as they all strive to see who can best work and best agree.

During my visit I had the extreme pleasure of visiting that little pioneer of the great West, Division No. 81, that is situated far from the mother order, yet nevertheless its members are alive to the welfare of the division and prosperity of the order generally. The division is small in point of members, but a giant in true principles, and so long as the Brotherhood is intrusted to the brothers who compose it, its interests will be well guarded. This division has, from the time of its organization, been working under many dificulties. Situated as they are beyond the usual social limits, it would perhaps have fared worse, and likely have been abandoned entirely, but the seed was sown in good soil, and is now a full grown tree, bearing good fruit, notwithstanding they had no representative at the G. I. D. I found them well posted in the work, and well pleased to have brothers visit them. If the war of prejudice and adversity should overrun the noble patriots of the order, you will find they will die "game." This sad result is not to be looked for, as her working members are sound to a fault.

It is a fact not to be denied that there are a very few members dispersed over the country who call themselves brothers and think they have the interests of the Order at heart, but test them in the scales of justice and you will find them wanting, in principle. It is a hard matter for them to renounce their old practices, to which they have become habituated, and which they acquired by association with men devoid of character. Such men disregard all obligations, no matter how binding; nothing can be too mean for them to stoop to, in order to advance their own interests. It is evident that such men should never have had access to the order. It is an old and true saying, that "a black sheep will gain access to a flock." Mistakes will happen in the best regulated families, and the wisest course is the best to pursue. It is our first duty to reclaim them, if possible. If, after giving our influence a proper trial, they still prove refractory, the only course left is expulsion; and the sooner the better, as it is a well known fact that one bad man disgraces not only himself, but a whole Division.

I see no reason why our noble order should not win for herself a glorious name in the future, and we may look back with pleasure to the supporters of the Brotherhood of to-day as patriots in the good cause. All that is required to accomplish this desired object, is for us to combine more closely and watch our interests, live strictly according to the principles inculcated in our Constitution and By-Laws; extend true friendship to a worthy brother; in place of defaming his character, maintain and support his good name; grasp a falling brother by the hand and drag him from the frightful abyss of destruction and place him on a sound found-

ation, and he will pray for and bless you in return.

Brothers, let us show the world we are indeed a band of brothers. Let us all be of one mind, so far as the interests of the Order are concerned; live and act in such a manner that when we shall have come to the termination of this mortal road, we may be prepared to meet above where the Grand Chief of the universe presides; and may none of us be found wanting when we present ourselves for examination, for then we must have the most perfect work taught by God's manual, otherwise we will be considered strangers and ordered to depart from the land of the good.

JET.

FROM DIV. No 62.

CARONDELET, April 29th.

BRO. MUDGE:

I send you a report of Division No. 42 for the month of April, and would say that this division is in good working order. We have no reason to complain, as the public seem to take notice of us. They say that they can see a great change in the morals of railroad men, particularly locomotive engineers. In order to have public opinion in our favor, we have only to conduct ourselves as men; respect ourselves and the public must respect us according to our merit. Yours fraternally,

BERNARD SMITH, F. A. E.

FROM DIVISION 54.

PORT JERVIS, April 29th.

BRO. MUDGE:

Having a few leisure moments, the thought occurred to my mind that I might employ them in penning you a few lines in relation to Division 54. We have at present 105 members in good standing; we have had one initiation and one admitted by card this month. Our meetings are well attended, the brothers seeming to take a greater interest in the new work than in any former work we have had.

And now as to the Brotherhood: I think it has done more for the benefit of the locomotive engineers than anything else on record, and all that is left for us, is to keep our path of duty straight, and let our progress be onward and upward. Let no brother act in a manner unbecoming a gentleman; let us show to the world that there is no reason why a locomotive engineer should not be on a level with the first and best men of the nation. There is one thing certain, the Brotherhood has been a great benefit to the locomotive engineers on the Erie Road during past year in more ways than one, for at present there is scarcely an engineer that is seen to visit a saloon, and we have had less accidents than in any previous year since the road was opened. All seem to vie with each other in doing good. We have some engineers members of our divisson who have had twenty-five years experience in running a locomotive engine, and members that belong to churches of various denominations, proving by experience that it is far better to lead moral and upright lives. We have as much if not more to contend with than an any other road in

the Union, owing to the mountainous, wild, and romantic country through which our road passes, and the inconvenience of a single track over a great part of the road. We have some of the best locomotives that are built at the present day, and good and competent brothers to drive them along.

In regard to the *Journal*, I am glad to see the brothers taking hold of it with a will. It is well calculated to inspire a brotherly spirit, heretofore unknown among locomotive engineers, and I hope no brother will be without one. Let us show to the public, through the *Journal* and the profession we follow, that we are men, and as such mean to be respected by respecting ourselves, our God, and our employers. May we so live that when we are called to take that journey whence no traveler returns, that we may safely pass the most perfect examination before that competent of all engineers, and safely arrive at the celestial city where the wicked cease from troubling and the weary are at rest.

Yours fraternally,

S. T. RUMSEY, F. E.

FROM DIV. 71.

PHILADELPHIA, April 22d.

BRO. MUDGE:

Penn's Treaty Division No. 71 is in splendid working order at the present time, and there is a great interest manifested among its members. The brothers feel proud of the Brotherhood, and intend to keep the ball rolling, knowing that our future prosperity is entirely dependent upon it. Our meetings are well attended. We meet four times in each month so that all can have a chance to meet with us. We are still doing all we can for the *Journal*.

Yours fraternally,

R. B. DUNCAN, F. A. E.

FROM DIV. No. 18.

ROCHESTER, April 15th.

BROS. WILSON & MUDGE:

Feeling desirous of doing something towards aiding you in your efforts, I will submit the following for your approval or rejection:

Ever since the organization of the brotherhood, I have felt a deep interest, both in the success of the order and the welfare of its members. I have always felt proud that I am a member of Division 18, proud both of its members, and its numbers as a class. It is true there are some who have faults and serious ones too, but we are none of us clothed in spotless white, and if there are some whose faults are more serious than others, are they not brothers, and as brothers are they not worth a little encouragement? I contend they are. There is one idea which has often suggested itself to me, which I wish was impressed firmly on the minds of each and every brother. It is simply the idea that members have influence. I wish every brother felt how necessary it is that he should be present at each meeting. Let no brother think that things will go on as well without as with him at the meetings. I keep my dues up and I will abide by their decisions, is a very bad assertion and ought never to be made. Brothers

you are all aware that there is a mighty influence in numbers; every one knows how much better and easier matters progress in the division room when there is a full attendance at our meetings. Let every brother bear it in mind there is one night in the week, an hour or two of which should be devoted to the interests of the B. of L. E., and never fail of going to the meetings when it is possible to get there. Some will plead the excuse that they are not posted and could not say anything if they were there. Others are bashful or in other words have no confidence to get up and speak to their brothers. To such I would say, the division room is just the place to come, and if at first you don't feel like talking, listen attentively to those that do talk, and thereby be able to show your strength by the influence of your decision, pro or con, as you in your judgment deem right, the moment the matter is submitted to the action of the division. Try this experiment a few times and you will soon have an irrestible desire to be present every night.—The interest you will feel will suggest ideas to your mind which you will think the brothers ought to hear. Brothers when we have got you there we have got you just where we want you. You cannot resist the desire to give your ideas utterance, and you must free your mind. You will not think of looking to see whether you toe out or in while speaking; and why not? Simply because you subject engrosses all your attention—your have become interested. The interest you have felt has taken the form of an opinion, and you have confidence that your opinion will have some weight with your hearers, and you will give it utterance. You will then be able to realize how much you you have lost while you were only an occasional visitor.

At the risk of being called tedious I will earnestly request all brothers to bear in mind, that a full attendance is of vital importance to the harmonious workings of our Order. With the hope that we are improving morally, socially, and intellectually, I remain, yours fraternally,

GEORGE COLBURN.

FROM DIV. No. 46.

ALBANY, N. Y., 1867.

BROTHERS:— Having a few leisure moments to myself I propose to say a few words to you about the dedication of our new hall. The members of Div. 46 have fitted up a new hall at No. 12 Jackson street, and they thought it advisable to invite a few of our prominent citizens together with our Superintendent and Master Mechanic, and all of the foremen of the shops. There has always been a great deal of prejudice in the minds of many in this vicinity against the Brotherhood. They had the idea in their minds that the Brotherhood of Locomotive Engineers was organized for the purpose of making arbitrary demands upon the Railroad Company, and to coerce them to comply with any demands that the engineers saw fit to make, and we thought the opening of our new hall would give us an opportunity to try and remove that prejudice from their minds by stating

to them the object of our organziation, and what we expected to accomplish. In order to do so in a satisfactory manner, we also invited our Grand Chief Engineer and First Grand Assistant Engineer, to be present with us. Press of business prevented our Grand Chief from being present, but Brother Mudge our First Grand Assistant favored us with his presence. After stating briefly the object of inviting them to meet with us at our new hall, I introduced Brother Mudge, who explained the object of our organization in a very able manner. He was listened to attentively, and all present were much pleased with his remarks. The guests and brothers then partook of collation prepared by brother Briggs and lady, and I can assure you they all seemed to enjoy themselves, and did ample justice to the good things prepared for them on the occasion. The most interesting and pleasing feature of the whole affair was a cake prepared by Miss Briggs, daughter of brother Briggs, called the guessing cake, the one that guessed the nearest weight should take it home, and I am very happy to inform you that Brother Mudge was the best guesser, he guessed twelve pounds and the cake weighed eleven pounds three ounces, it was prepared for the occasion and reflects great credit on the fair donor.

After the usual amount of speeches and toasts were made and exchanged, the company separated, expressing themselves highly pleased and satisfied with the Brotherhood of Locomotive Engineers, and I have been assured since by some of those that were present that they had no idea that the Brotherhood was founded on as good principles as it is. I have the assurance of a great many of them that they would do all that they could to strengthen and build up the Order; therefore brothers, let us take courage and do our duties nobly and cheerfully, always bearing in mind that there is one above us that holds the destiny of all associations at his command. Brothers let us so endeavor to do our duty here on earth that when God summons us home we we may be prepared to go and meet with the righteous in heaven.

Yours Fraternally,

P. M. ARTHUR, C. E.

FROM DIV. No. 62.

GALESBURG, April 30.

BROS. WILSON & MUDGE:

I was somewhat surprised in looking over the communications in the *Journal*, to find the reports of Division 62 under the head of communications. Agreeable to your wishes I reported the standing of our division to the best of my ability, but did not think of your publishing it as anything more than simply a report. No doubt I think like a great many of our brothers, that writing an article to be published in a paper or journal subject to the scrutinizing eyes of the public would be truly awful. But the letters do not look so very badly in print, consequently I begin to take courage and will try in future to improve in my writings. I do not think it devolves upon myself in particular to write all of the communications from

this division, if I am F. A. E., but it is the duty of each and every one to lend a helping hand and sustain us in this our laudable undertaking. I never thought to attempt such a thing as to write a piece for publication until we concluded to publish a monthly journal for our mutual benefit, and really it is not so very dreadful. I presume my writings may not be quite as grammatical as some more experienced hands, but still there is a chance for improvement. I hope the brothers all will try and write an article for print. It is more likely should you make the attempt you would be happily disappointed; in reading it over in the columns of the *Journal*, you would say, it does not sound so very badly. The old song of my boyhood comes vividly to my mind, of try, try again. If at first you don't succeed try, try again.

With kind regards to brothers all I remain, fraternally yours,

JAS. C. NASH, F. A. E.

WE are in receipt of a circular from H. K. Bates, patentee of the Offset or Dropped Grate Bar. And from the testimonials of competent engineers using them on the Mil. & St. Paul R. R., also, M. D. Goodrich M. M. Milwaukee & Minesota R. R., we are inclined to believe that they are a great improvement. The advantages gained by the use of these Grates are as follows:

1. By its use an increased fire is produced without the expense or delay of piecing down the fire box and a direct draft across the surface of the Grate Bar is allowed.

2. A locomotive with such a grate will make steam from a poorer quality of fuel than is used in a common grate.

3. The exhaust can be enlarged, because the form of the grates and their situation will maintain a greater atmospheric pressure in the fire box, and, thereby, not require so sharp or forcible an exhaust to draw the flames and gasses throuh the flues.

4. The grate surface is also increased, and an engine can be run with a much lower fire to do the same same work than when it has the common flat grate, and a more perfect combustion is allowed between the surface of the fire and crown sheet of the fire box.

J. M. BROWN'S SPRING STEAM GAUGE—The most necessary part of a locomotive is a good steam gauge, one that can be depended upon as a true indicator of the pressure of steam upon the boiler. Few possess this requisite quality. Mr. Brown, of Rochester, N. Y., has invented an improvement on them which he guarrantees at all times to be a correct one. Mr. B. being a locomotive engineer, has had experience in the use of steam gauges, and is thus enabled to know just what is needed. We recommend it to all Railroad companies for trial, as that is the only test for any steam gauge. On the cover will be found the advertisement and cut of this invention.

An evil nature never wants occasion.

Kind words cost nothing and go a great way.

An Elehpantine Joke.

The train bearing the first New York mail leaves Albany at 11 o'clock at night, and arrives in Utica shortly after three in the morning, running at the rate of from twenty-five to thirty miles an hour. Last Friday night this train left Albany at the regular time, and was rushing along through the darkness at a point about midway between Albany and Schenectady, when the bell commenced to ring. Quick as lightning the engineer blew the "down brakes" signal and the train stopped. A hundred drowsy passengers, aroused by the sudden stop, rubbed their eyes, stood up, looked out of the windows, asked "what station is this?" etc. Conductor Dunbar had not ordered the stoppage, and therefore could not answer their questions, but waited with the rest for something to turn up. Meanwhile engineer Harvey is is quietly reposing on his iron steed, waiting to hear the cause of the alarm by the bell. At length the conductor and engineer, moved by one impulse, each start to see the other. Concluding that the bell must have been rung by accident, the conductor orders the train to advance. The wheels turn, the train moves slowly, then rapidly along. Schenectady is gained, and lost behind. The whistle screeches, the breaks fall, the train stops. The conductor and engineer consult one another again. Who pulled the bell rope. Neither can tell. The train is ordered on. A number of miles are made. The cord is jerked—the bell sounds—the whistle blows—the brakes fall—the train stands still. The engineer swears and wants to know how he can be expected to "run on time." The conductor himself loses his balance and iudulges in a few emphatic sentences. He tells what he would do if some one would be kind enough to point out the rascal who kept pulling that bell cord. the brakesmen are mad, and the passengers are extremely anxious. The conductor issues order number three, which is, that the train proceed, and the engineer take no notice of the alarms from the bell, and that a sharp look out be kept to detect the offender. Accordingly the train moves on. Frequent alarms are heard from the bell, but they are not noticed by the engineer. The train reaches Syracuse. By this time all hands were satisfied that the alarms emanated from the Merchant's Union Express car. Was there a band of robbers in there? and had they signaled the train to stop from time to time, that they might throw off their plunder where were stationed their accomplices? The employes, headed by the conductor, gathered round the suspicious car. Every man's muscle was up. The door was drawn aside—and here's where the laugh comes in. A young elephant, which was being transported from the east by some showmen, under the auspices of the M. U. Express C[illegible] stood before them chewing his cud in solid comfort. And when before the faces of the spectators, he raised his trunk and playfully coiled it round the bell cord and pulled it down, the light of the mystery burst upon them, and they acknowledged the whole affair an "elephantine joke.—*Utica Telegraph.*

Visit to Albany, N. Y.

On Monday, May 6th, Bro. Chas. Wilson and myself received an invitation to attend the first anniversary of Division No. 46, B. of L. E., at the city of Albany. Press of business rendered it impossible for Brother Wilson to attend. After due consideration it was thought best for me to attend. I therefore made the necessary arrangements, and left Tuesday morning on the 10 A. M. train, and arrived in Albany at 7:45. During my trip down I formed the acquaintance of brothers Glen, Shoemaker, and Wimple. I also had the pleasure of riding some portion of the distance on their respective engines, which afforded me great pleasure, as they are fitted up with all of the late improvements, and speak well for the Managers of the Locomotive Department of the N. Y. C. R. R., and the engineers who have them in charge. On my arrival at Albany I found the brothers waiting to bid me a hearty welcome to their city. On arriving at their Hall, I found many of the brothers already assembled, prominent among whom was Bro. Arthur, Chief of Division 46. Their Hall not being sufficient to accomodate a large audience, but very few members of the brotherhood were present excepting the members of their own division. Many of the good people of Albany were present, including Mr. C. Manning, M. M. Eastern Division N. Y. C. R. R., also the foremen of the several departments under his jurisdiction. The meeting was called to order by Brother Arthur who in a brief but eloquent manner explained the object that brought us together, and many things relative to our organization. He also returned thanks on behalf of Division 46 for the assistance they had received in fitting up and furnishing their new hall. I was then called upon to make some remarks, which I endavored to do in a brief and off-hand manner. Being called upon so suddenly, I had not sufficient time to collect my thoughts, or be in any manner prepared for the occasion. At the conclusion of my remarks an invitation was extended to partake of a collation at the residence of brother Briggs, where we found everything that heart could wish in the shape of eatables, also plenty of that which St. Paul recommended for the stomach's sake. Many thanks are due Mrs. and Miss Briggs for their manifest kindness toward the B. of L. E. on the occasion. May their shadows never grow less, and long may they live to bless and gladden the heart of a husband and father.

At a very late hour there was a general shaking of hands and the familiar word "good bye" was spoken by all. Some left for their quiet homes while others started on their perilous journey, their watchful eyes peering through the midnight darkness closely spanning their iron pathway, while their firey steed rushes madly on as if anxious to reach its destination. In the meantime I was well cared for by the brothers of Division 46, for which kindness they have my heartfelt thanks. At 7:25 on the day following I took the train for Utica where arrangements were made for me to stop over until evening and meet with Division 14, which arrangement I fully endorsed.

During the afternoon, in company with several of the brothers (among them brother Mosher), we visited the Lunatic Asylum. We were shown through the several departments by Mr. Joseph Graham the engineer who has been in the employ of the State for fifteen years. In going the rounds we passed through a room in which several maniacs were confined, and we enjoyed a good laugh at the expense of brother Mosher, who at one time thought he was captured. We next visited the Cotton Factory, where we were shown around by Mr. Joseph Holingsworth, the engineer who went with us through the different departments. It then being about time for tea we proceeded to the American Hotel where everything was arranged for our accommodation. At 7:30 we went to the Engineers' Hall where we found many of the brothers assembled, awaiting our coming.

Their Hall is beautifully furnished, the walls are decorated with photographs of the members all tastefully arranged. In looking around I saw that death had removed one of their number. Suspended from the wall near the Chief Engineer's station, clothed in the usual badge of mourning, is the throttle lever of a locomotive engine, which was in the hand of brother Green when his engine exploded some three years ago east of Syracuse, which caused his death. The division was opened in due form by brother Moshier, Chief of Division 14. I found them well posted in the work, which reflects great credit upon brother Moshier for his prompt and energetic manner of doing business. During my short stay in Utica I had the honor of forming the acquaintance of Z. C. Priest, better known as Major Priest. During the interview he gave me a history in brief of his connection with the N. Y. C. R. R., for the past thirty-two years. He also made arrangements for my return to this city, for which kindness I feel truly grateful, and I hope that no contention will ever arise between the managers of the N. Y. C. R. R. and the engineers, except that noble contention, or rather emulation, who best can work and best argee.

S. R. MUDGE, F. G. A. E.

Division Notices.

EXPULSIONS.

A. J. King and J. T. Lace, Div. No. 31, Cleveland, O., for non-payment of dues. Also, A. C. McDonald for leaving his lawful wife, and living with another woman.

A. J. Judkins, Div. No. 76, Cattawissa, Pa., for non payment of dues.

Thomas R. Bradley, Div. No. 33, Nashville, Tenn., for non-payment of dues.

R. W. Bibber, Charles Flag, Gideon Denis, W. H. Colbeigh, W. E. Granger, J. W. Dyer, and J. W. Chamberlin, Div. No. 61, Boston, Mass., for non-payment of dues.

E. D. Cook, Div. No. 81, Lawrence, Kan., for being drunk while on duty.

Royal S. Cromwell, Div. No. 53, Jersey City, for non-payment of dues and unbecoming conduct.

John Kenady, Div. No. 7, LaFayette, Ind., for drunkenness.

H. C. Washburn, Div. No. 32, Aurora, Ill., for non-payment of dues.

REINSTATEMENTS.

A. B. Carl, Div. No. 10, Chicago, Ill.

George Reed, Div. No. 23, Springfield, Ill.

Division Meeting Notices.

SPECIAL NOITCES.--Locomotive Engineers throughout the Continent, who are desirous of forming Sub-divisions, of the B. of L. E., to act in concert with those already organized, are invited to communicate with

CHARLES WILSON, G. C. E.
or S. R. MUDGE, F. G. A. E.
Address Box 1022, Rochester, N. Y.

DIVISION No. 18, ROCHESTER, N. Y.—Meets every Saturday evening in Flint's block, 4th floor, corner of State street and N. Y. C. R. R.

AMOS GOULD, C. E.
R. M. CHAPMAN, F. A. E.
CHAS. THOMAS, Cor. Sec.

DIVISION No. 45, WEST PHILADELPHIA, Pa.—Meets alternate Sundays, commencing Feb. 17th, at 37 and Green street.

W. R. IRWIN, F. A. E.

DIV. No. 33, NASHVILLE, TENN.—Meets second and fourth Fridays of each month, at their hall, No. 30, Union street, at 10 o'clock, A. M. Members of the order are generally and respectfully invited to attend.

W. H. RUSSELL, C. E.
A. T. HOWE, F. A. E.
H. C. SHEETZ, Cor. Sec. Lock box 66.

DIV. No. 5, NORWALK, O.—Meets 1st and 3d Saturday evening in each month in Engineer's Hall, Latimer's block, corner of Main street and Railroad Avenue.

WILLIAM BOUTON, C. E.
CHARLES STEELE, F. A. E.

DIV. No. 34, CINCINNATI, O.—Meets first Thursday and third Fridays of each month, in Temperance Hall, 17th Ward.

J. B. DONLEY, F. A. E.
Address Morrow, Ohio, box 28.

DIV. No. 12, FORT WAYNE, IND.—Meets every Saturday evening, 3d floor, Baker's block, Clinton street, between Columbia and Main streets.

W. T. JACKSON, C. E.
W. H. CONKLIN, F. A. E.

DIV. No. 30, PHILLIPSBURG, N.J.—Meets first and third Friday, and second and fourth Saturday, at B. D. R. R. depot, fourth story.

CALEB KITTELL, F. A. E.
T. D. VOORHEES, C. E.
Address Box 259, Easton, Pa.

DIVISION No. 56, KEOKUK, IOWA.—Meets the second and fourth Saturday evenings of each month, in Patterson's block, Johnson street, between Second and Third.

JOHN CARTER, F. A. E.

DIVISION No. 74, HARRISBURG, PA.—Meets every Sunday, in Good Templar's Hall, Market street.

G. F. IRWIN, F. A. E.

DIVISION No. 51, PHILADELPHIA, PA.—Meets January 12th and 26th, February 9th and 23d, March 9th and 23d, April 9th and 20th, May 4th and 18th, June 1st, 15th and 29th, July 13th and 27th, August 10th and 24th, September 7th and 21st, October 5th and 19th, November 2d, 16th and 30th, December 7th and 21st, in Franklin Hose Co.'s Hall, corner of Broad and Fitzwater streets.

L. D. TUFTS, F. A. E.
Address Box 1,017, Clement street.

DIVISION No. 75, READING, PA.—Meets every Saturday evening, corner of Seventh and Penn sts.

W. R. LEWIS.
Address Box 501.

DIVISION No. 10, CHICAGO, ILL.—Meets every Saturday evening, Morrison's Block, 155 South Clark Street, room No. 10. Brothers in good standing are requested to correspond and meet with us.

PETER COYLE, C. E.
D. MORRISON, F. A. E.
G. J. BENJAMIN, Corresponding and Financial Secretary, 455 South Clinton street.

DIVISION No. 81, LAWRENCE, KANSAS—Meets every Saturday evening, in Sons of Temperance Hall, Nebraska Avenue, McGrewes' Block, between Second and Third streets.

L. H. WAUGH, F. A. E.
P. O. Box, 152.

DIVISION No. 23, SPRINGFIELD, ILL.—Meets every Friday and Saturday alternately, west side Public Square.

G. H. HOUGH, C. E.
CHAS. HATRY, F. A. E.

DIVISION No. 32, AURORA, ILL.—Meets every Saturday evening, at No. 21 Broadway.

W. DEMPSTER, C. E.
S. G. BICKWELL, F. A. E.

DIVISION No. 42, CARONDELET, MO.—Meets second and fourth Saturday evenings of each month.

JOHN C. THORPE, C. E.
BERNARD SMITH, F. A. E.

DIVISION No. 57, PROVIDENCE, R. I.—Meets first and third evenings of each month, at 48 Weybosset street.

L. J. PATTAN, C. E.
A. A. WARD, F. A. E.

DIVISION No. 53, JERSEY CITY, N. J.—Meets first and third Friday evenings of each month, Odd Fellows' Hall, 49 Montgomery street.

JAMES R. SMITH, C. E.
ALEXANDER JACOBUS, F. A. E.

DIVISION No. 39, SEYMOUR, IND.—Meets first and third Friday and second and fourth Saturday evenings of each month. Visiting Brothers cordially invited.

H. C. BROWEN, C. E.
JAS. M. BUCKLEY, F. A. E.

DIVISION No. 55, GRAFTON, W. VA.—Meets every Friday and Saturday evening alternately, at Jenkins' Hall, on Front street.

MORGAN H. ASH, F. A. E.

DIVISION No. 54, PORT JERVIS, N. Y.—Meets every Saturday evening, at Engineers' Hall on Front Street, opposite American Hotel.

FRANK ABBOTT, C. E.
J. H. COOKSON, F. A. E.

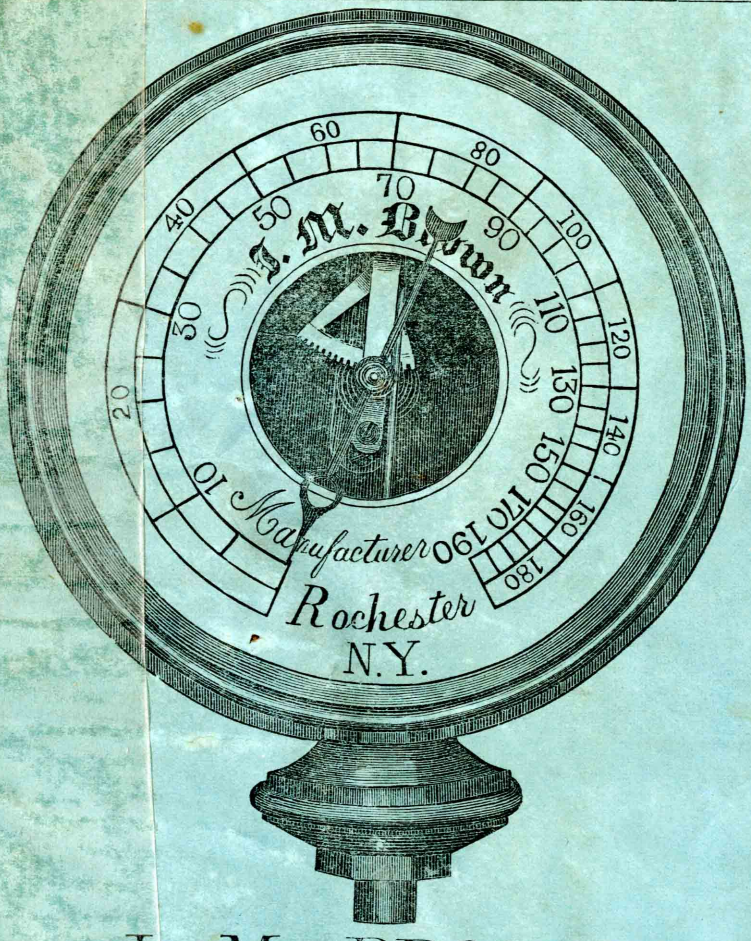
DIVISION No. 73, MADISON, WIS.—Meets first Wednesday and third Saturday of each month, in Odd Fellows Hall. Members in good standing are respectfully invited to attend.

J. H. WHITNEY, C. E.
S. C. BOUTWELL, F. A. E.
Address Box 250.

DIV. No. 35, TERRE HAUTE, IND.—Meets every Saturday evening, Engineers' Hall, corner Main and Third streets.

G. W. SHEARER, C. E.
JAS. MCCUTCHEON, F. A. E.

☞ If the above Notices are not correct will the brethren inform the F. G. A. E. immediately, so they can be corrected in the May number.



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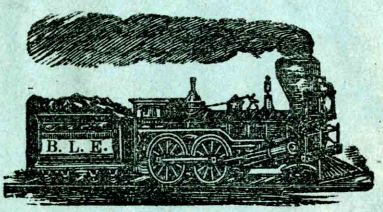
VOL. 2. JUNE, A. D., 1868. NO. 6.

BROTHERHOOD OF LOCOMOTIVE ENGINEERS'

MONTHLY JOURNAL,



DEVOTED TO THE INTERESTS OF THE LOCOMOTIVE DEPARTMENT OF RAILROADS.

Published by order of the Grand International Division,

UNDER THE IMMEDIATE SUPERVISION OF

CHARLES WILSON, G. C. E., AND S. R. MUDGE, F. G. A. E.

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LOCOMOTIVE ENGINEERS'

MONTHLY JOURNAL.

VOL. 2. JUNE, 1868. No. 6.

The Individuality of Locomotives.

"It is a remarkable truth, and, well applied, it might be profitable to us, in helping us to make a fair allowance for the differences between the temperaments of different men, that every locomotive engine running on a railway has a distinct individuality and character of its own.—It is perfectly well known to experienced, practical engineers, that if a dozen different locomotive engines were made at the same time, of the same power, for the same purpose, of like materials, in the same factory, each of those locomotive engines would come out with its own peculiar whims and ways, only ascertainable by experience. One engine will take a great deal of coal, and water, at once; another will not hear of such a thing, but insist on being coaxed by spades-full and buckets-full. One is disposed to start off, when required, at the top of his speed; another must have a little time to warm at his work, and get well into it. These peculiarities are so accurately mastered by skillful drivers that only particular men can persuade particular engines to do their best. It would seem as if some of these "excellent monsters" declared, on being brought out of the stable. "If its Smith who is to drive me, I won't go.—If it's my friend Stokes, I am agreeable to anything!"

All locomotive engines are low-spirited in damp and foggy weather. They have a great satisfaction in their work when the air is crisp and frosty. At such a time they are very cheerful and brisk, but they strongly object to haze and mists. These are points of character on which they are all united. It is in their peculiarities and varieties of character that they are most remarkable.

The railway company who should consign all their locomotives to one uniform standard of treatment, without any allowance for varying shades of character and opinion, would soon fall as much behind-hand in the world as those greater governments are, and ever will be, who pursue the same course with the finer piece of work called man."

PHILADELPHIA, May 4th, 1868.

BROTHER MUDGE, F. G. A. E.:

The April number of the Locomotive

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Engineers' Journal has come to hand, and is well filled with communications from all parts of the country. I have been looking with eager eyes for something from the Divisions which are located in this city, of which we have three, 45, 51 and 71, and by crossing the river into Delaware you will find a flourishing Division, No. 22. Division No. 45 is working manfully to redeem its former standing among the Divisions throughout the country; and from all accounts it is now, and it some of her sister Divisions dont look out, she will out rank them all. No. 51 is joging along slowly, but with her head-light lit, with Brother C. G. Fox, at the throttle valve, and the other Brothers at the brakes, so there is very little danger of anything going wrong if they all attend to their duty as Brothers. No. 71 was all right at last accounts, and is a wide-awake and active Division.—The three Divisions will be very likely to report about 180 members in good standing at the next G. I. D. Session.—Nellie's communication will meet a great many friends who read the Journal, and if not, should be a wife of some good first class Engineer, and I hardly think he would go very far estray, with her to counsel him. Brother Hadley's communication of February, continued to April, should be read by every Fireman in the country and take kindly to the advice given them.

Nutmeg always has something good to say, and if from Connecticut, he cannot belong to the wooden class. Next thing to attract attention is the grand raid on the so called Brother Abbot's Insurance plan from some Brother hailing from Rochester, who seems to have a decided antipathy against a Brother on account of his having spent the best part of his life in railroad service and more than likely learned him the most of his knowledge of a Locomotive Engine and has reached the age of sixty, he should not receive the large sum of one dollar from his younger associates, having read his argument over and run his figures over, have come to the conclusion that he is an agent for some Insurance Company of which you will always find plenty to give you the same information, but take very good care not to tell you that if you go to Omaha or New Orleans and sicken or get killed you will forfeit your policy if you do not pay an extra per cent. on your policy before starting. I should be loth to think there was one Locomotive Engineer in the country who would refuse to give one dollar to the widows and orphans of a Brother in the Brotherhood or a member of the profession out of it. I don't think it ever has been brought forward as a charitable provision or claimed to belong to the Brotherhood, but only that no one but a member in good standing of the Brotherhood, could, become a member of the Insurance Association. If it had been intended to belong to the Brotherhood, to come under their jurisdiction, it would have been managed by the elective officers of the Brotherhood, instead, it is managed by a distinct set of officers, at any rate if it was so very expensive, why should it be springing up all over the country, in so many different organizations, with the slight difference of the membership fee. Organizations older than ours will ever be, the Masonic fraternity, the Red Men and various others are in this section of the country establishing it on the same plan. I shall almost begin to think that the general opinion is true, that it did not start in the right place to suit some Divisions or some certain members of it, as Brother Abbott and his associates who started this Insurance plan are men who I think would not stoop so low as to take advantage of a Brother, and their character stands as high as any Brother in the country, and will undoubtedly explain the principles to any Brother who cannot understand them. But it is very wrong to accuse them of deceit until you can bring foreward something to substantiate your charge or give them a chance to answer your arguments. The communications of Rev. E.A. Brindley, shows the feeling that is springing up throughout the country and cheers us on to renewed energy. The article on the management of the New York Central Rail Road is worth reading over a dozen times, in fact commit it to memory it shows conclusively that everything can be gained by representation to the proper officials, if our cause is just. The communications of L. P. Hatch, Snake Hunter; A. R Elliott, J. C. P.; and W. H. Whitney, are all worthy of careful persual. The poetry entitled "The Brotherhood," is very appropriate, and at the close we find the notice of three Brothers with the resolutions of their respective Divisions, who have gone on that long journey from which no traveler returns. Brother Spaulding was well known to a great many of us here and who can bear testimony to his many virtues; and hoping to hear from Philadelphia by some of the Brothers every month, I will close by wishing God speed the Brotherhood, and every Locomotive Engineer will be a member in good standing in the country, and be prepared to start when the Grand Chief of the Universe shall sound the gavel.

Yours fraternally,

QUAKER.

CHICAGO, May 11th, 1868.

BROTHER MUDGE:

The April number of our valuable Journal, having come safe to hand, with its heard cheering communications, from all over this broad land of ours, teeming with many new and "original" subjects from the pens of active locomotive engineers; together with many practical illustrations, as regards the locomotives of the present day; also, many opinions in refference to the best material to be used in the construction of Engines, and rails.

It is not my intention to make any remarks in reference to those subjects in this communication, but simply reply to our Brother "critic," who has a communication in the April number of our Journal, in which he pitches into the plan which his Brother Engineers have adopted, to make a small provision for those depending upon them, in case of being removed from that position by the hand of death. Now I should not have thought of criticising what the Brother has said in reference to the plan adopted by many Divisions, and which is known by the name and title of Locomotive Engineers' Mutual Insurance Association.

I pass on to note what our Brother critic says in reference to my communication in Vol. 2, No. 3, of Journal, he thinks that Brother Parker exhibits the

right spirit in trying to make provision for our wives and little ones while we have the ability to do so, and in the next breath, he goes on to say that any insurance project should be equitable in order to make it just. Now just here I deem it my duty to explain why I favor the plan of Insurance instituted by Brother Abbott, as shown forth by the By-Laws of the same.

If I recollect rightly, it was in the year 1865, that I made application to an old and reliable Insurance Company, (I am not positive as to the name just now,) well, having gone as far as to be examined by the Doctor which they engaged, and so stated in my presence, that I was all right so far as he was concerned.—Well to make a long story short, I did not receive a policy, simply because I was a Locomotive Engineer, which they classed as "extra hazardous," well you can imagine my feelings at that announcement, not being willing to let the matter drop I soon after made application to the Mutual Life Insurance Company of New York, and I was informed by the Agent of that company in this city, that they did not insure Locomotive Engineers at any price. Now being fully determined to make some provision for my family, I insured in the Travelers Accident Insurance Company of Chicago, in that company I took a policy for $2,000, which cost me $37,50 for one year, (1866.) The next year, (1867,) they charged me $30,00 for a policy of $1,000, and after that run out I did not take out a new one, as they wanted to charge me still more, (some may say, why did you not try and get a paid up policy in ten years, simply because I could not afford it.) Now as Brother Abbott has got his plan in working order I have concluded to try that, and as Locomotive Engineers are not debarred from its benefits, (simply because we have to run Engines for a living,) and now comes the expense of being a member of the Association, first, our Brother says that this plan is not equitable, neither is any other, unless all should get insured at the same time, and all die at the same time.

In the second place he says, can any one claim that a man at sixty should stand equal to one at twenty, as regards risks, now there is not ten per cent. of men at that age employed running Locomotive Engines out of all the vast number engaged in that profession. It is generally understood that the average age of active engineers is 35, and when it is a well known fact that the average duration of L. E., does not exceed 15 years of constant employment, as I am satisfied that no constitution can stand much more than that number of years, consequently I have come to the conclusion that the first member of the first thousand will not be required to pay out his $999 before he will have to throw up the business, and then he will not be discarded by insurance companies or charged one per cent. additional on account of running a locomotive, you can see that Mr. "Carlisle's Tables," should not enter into our calculations, as I am not going to think for a moment that there are any L. E., running at the present time which have been engaged at that business for 31 years.

And again he says, what would make this plan of Brother Abbott's still worse, under this view, is that the first that die pay nothing, comparatively. Now it is the same in any insurance, those that die early pay but little, in comparison to those that live longest. Now I do not believe that any sane man wants to die simply to get a large sum for his legal representatives by dying soon after getting insured.

Again he claims that, unless the originators are able to show that it is as good, in a financial point, as other modes of insurance, they are not justified in recommending it to others that have not the time to give the subject a proper investigation. So far as I am concerned I do not want any one to become a member unless he is fully satisfied with the plan.

Again he does not like it because it benefits all alike. Probably those that are well off, will not want to become members, as that is generally the case with those that have much of this worlds treasures, as they generally keep what they have and get all they can.

Again he says, the reason life Insurance companies can insure on an average, much cheaper than this plan can, they take our money and invest it, and the income affords the means to pay the losses, without resorting to an assessment. What is to hinder us, from investing our own money and let the income pay our assessments and compel those that ride in fine carriages, and live in fine houses, to earn their bread as laid down in the "Holy Scriptures."

Now I think that if our Brother "critic," will just think this subject over carefully, he will conclude that the plan is not so bad after all.

And as I stated in my former communication that I had but one interest in this matter, and that is to make the amount as large as possible, and I take my chances with the rest of the members in so doing.

To my other communication which he refers to I can only thank him for his good opinion of the same. And in conclusion, I wish to refer all my Brothers to the communication in No. 4, over the signature of "Nellie," and whether she is the wife of some fortunate Brother Engineer or not, my wish is that we could have more just such communications in our Journal, as they can not but help us in striving to do good to one another and point out the ways to heaven.

Yours fraternally,

J. C. P.

MOUNTAIN HOME,

BROTHER MUDGE:

Permit me to say that old 55 is once more on the dot. I see in our last months Journal that one of the members of 55 has made an effort to say something about our being in, and at our posts, and this has seemed to please the Brothers and has encouraged me, and I think it a pleasure as well as a duty to say something about myself and the Brotherhood which I have the honor of being a member. In the first place I beg to be excused for errors as this is the first time I have ever done anything of the kind. So here goes: I am employed as an engineer and run a freight engine on the third Division which extends from Piedmont to Grafton, a distance of seventy-three miles, and for part of this distance we have the Alleghany Mountains to cross, and at places the grade is very heavy, for the first seventeen miles after leaving Piedmont

the grade will average one hundred and seventy feet to the mile; after climbing this mountain we enter into a flat country, and for a distance of twenty miles or about the middle of this stands the little town of Oakland, this is a neat little Rail Road town, and during the summer the people come from all quarters of the State to visit and pass the hot summer months as there is a cool breeze always stiring and good water and very healthy, as you seldom hear of any one being ill. This, Brothers is saying a great deal, but I am a mountaineer, and an old man, free from sickness, I can say I have not been from my post for over five years, and I can thank Him the great and good being to whom I humbly bow. Our engineers of all classes are in good condition except some few who are for the shop. Our worthy Master Mechanic, I. J. Cromwell, under whom I am employed, is the right man in the right place, he takes care that an engine entering the shop for repairs is put up right and we, one and all can depend, and with safety, as far as the work is concerned, and when the time comes for starting, can grasp the throttle with pride and a firm hand, for we know that she is right. We have different kinds and classes of engines, but anything short of a thirty ton engine would be of no service on the third Division.

The boys are all running regular, making good time and coming in at regular stations on the dot. No accident has occurred lately.

I see the Brother calling himself "Snake Hunter," expresses his opinion well in regard to engine 155 exploding her boiler, as I feel satisfied that he is correct. I know it is the case whenever anything occurs of this kind, it is always said that it was the neglect of the engineer. I have read some time since, of one case where it was proven to be different, by an inspector of boilers employed by the general government. There was also two more men killed when this inspector tested the boiler, and some fatherless children and widows left, and left too, upon the cold uncharitable world, had it not been for the "Brotherhood" by which means they have been kindly cared for, and I again thank Him the giver of all Gifts that there is a brothhood, and I still pray that God may guide us and make us stronger in the faith.

The Brotherhood. We have one member on the sick list and one running extra; the balance are at their posts so we can keep up our financial affairs. It does not require as much money as it formally did; the bitter cup has been put aside, and we now study the elevation of the Brotherhood, serve our employers, and fit ourselves for the end of time. I go to church whenever I can, and wherever I am at and where there is a church or a place that the followers of Christ meet, whenever I can leave my iron-horse, and I am glad to say that I always find a brother or two and often more with me. We attend our division meetings regular, as we all, I am glad to notice, take a great interest in the welfare of the order. I see our Worthy C. H. E. losing a day now and then, in order to attend to the business of the evening. I notice, too, with many regrets, that our worthy and much loved brothers running passenger engines east and west of

Grafton station, have not time to leave their posts and attend regularly, yet I never meet one but he asks how old 55 is getting along, and as I have stated, she is "all right," and we are striving to set and make better examples before the world, and we have succeeded. I often have the question asked, what is the cause of this change in the engineers. I know it, and Brothers, you, also know it, but there are persons who do not believe in secret societies, for myself, I do not see any thing secret about it as we are doing all our deeds and actions right before the public, we know each other in the day time and at night, in prosperity or in distress.

I will add a few more lines and then stop, as I said before, this is my first attempt, and I beg to be forgiven, and I hope the Brothers will pardon me if I have said too much, or not enough. It is time to serve my employer, as I try to do my duty and be on time.

And if any of you, Brothers, ever travel over this road, stop and see us, and I promise that though we are not always dressed up and should you meet one or more of us with our oily garb, remember it is only the clothes, not the men, and will endeaver to make you as comfortable as we can, but bear in mind, drinking whiskey and the use of profane language and reading on engines is strictly prohibited.

Hastily, though fraternally yours,

MOUNTAIN HOOSIER.

PORT JERVIS, May 12th, 1868.

BROTHER MUDGE:

DEAR SIR:—Permit me to correct one article on Insurance in the April No. of the Journal. In the list of members Div. 24, is credited with 86 members, it should be Div. 54. Also in another place it reads:—I have devoted my united time and ability, &c., it should be, limited time and ability. Such little mistakes are not of much consequence, but they are rather annoying, and one little word sometimes changes the sense materially. My manuscript may not be very inteligible, but I cannot afford to employ an amelioration with my salery. I dont want to find fault with the printer, only in a good-natured way; you know mistakes will sometimes happen. I was much pleased with an article in the same number, from brother "Critic," of Rochester, in regard to the Insurence plan. Now that is just what I like to see and what we have always needed—more criticism and discussion. That is the way to get light on the subject, and come at the right understanding of it, and if some previous acts in connection with the Brotherhood had been as thoroughly criticised perhaps the result would have been different. There are some points, however, in brother "Critic's" remarks on which I beg leave to differ with him a little, and, though his criticism was aimed chiefly at me, I shall not construe it into a personal attack or stand behind an assumed cognomen to defend myself.

In the first place brother "Critic," does me too much honor in attributing the origin of the Insurance plan to myself. I never pretended to be the father of it, or any thing else half so meritorious. I have only been instrumental in applying it to meet our wants, the same as has been done with good success in

other places. I had watched its operation for more than a year, and became convinced of its utility before it was offered to the Brotherhood. Brother "Critic's" theories and statements may be well drawn and based on scientific principles, he undobtedly labored hard in their production, and felt confident of annihilating the fabric at which they were aimed, but their application to the matter in hand amounts to about as much as a certain event recorded in an ancient fable, wherein we are informed that the mountain labored and brought forth a mouse. I have not time to follow brother "Critics" article in detail, nor is it necessary when the fallacy of his argument, and the motive which prompted it, is so apparent. If he had only found fault with its weak points and imperfections it might have influenced some to stand aloof from it, but the persistency with which he condemns the whole, will only react in its favor. Brother "Critic" finds fault with the first feature of the plan, because we take in all members on an equal footing. Now that is just what we aim at, equal and exact justice to all. We propose to insure a certain class of men, they must all be locomotive engineers of good character and habits, if they fulfill the requirements of the Brotherhood, which they must first enter before they can participate in this. Would it then be consistent or just to discriminate in favor of the younger members? Would it be right to offer better terms to the novice of 25 than to the veteran of 50? Does the old experienced engineer hazard his life oftener or risk greater dangers than the younger man? He may die sooner, to be sure, and his family claim the benefits, but what young man would not rather pay his share than change the conditions. Then let the young man do honor to his memory—pay his dollar, and thank God that he has a few years to follow in his footsteps. I cant see the necessity for any prefered class, or reserved seats in this institution. We insure as a class, not as the public. The idea which brother "Critic" advances of its not being equitable on account of those dying first, paying the least, may be good in theory, but very poor logic; and absurd in its application. unless he can show us an Insurance Company that will sell policies for five or ten years at no greater cost than for one. He might with equal propriety expect to lease a house for a term of years and have no more to pay than if he leased it for six months.

Another objection which brother "Critic" urges "still worse," is the greater cost of the mutual plan, as compared with other life insurance—he makes it appear that the plan we have adopted will cost three and two-thirds per cent. on the amount invested, or in other words, that we shall be subject to a loss of 22 members out of a thousand every year. His mathematical demonstrations, and "Carlisle Tables," may establish this in theory, but practical results must be much more convincing. With 2000 men insured by this system, the last year, the loss has been less than two per cent., and among locomotive engineers within the limited scope of my observation, for the last ten years, the rate of mortality would not exceed that limit.

Insurance agents themselves have admited in my presence that they based their rates on a loss of about one and a half per cent. of the number which they insure; consequently if they charge three or four per cent. the balance is their profit. This of course is much less than an average rate of mortality, but they insure only those who indicate a vigorous vitality and many of them for short terms. Now the class which we propose to insure are mostly men in the prime of life, and, though subject to many vicisitudes, and exposed to many dangers, the rate of morality does not much exceed that of other men; but admitting that it will cost as much to insure ourselves as to pay an insurance company for it. The payment will be required in such a manner that it will be less burdensome and the object as quickly accomplished. The corner stone on which our plan of Insurance is based, is the idea of Insuring at actual cost, without paying tribute to capital, and unless brother "Critic" can show us a company that will insure for less than cost, I cant see where in their terms are so much more advantageous or economical, they may make a fine display of their accumulated capital, and boast of their large profits, but I have seen nothing in brother "Critics" argument or elsewhere, to show that this has a tendency to diminish the cost of insurance. Brother "Critic" says that he has taxed his brain in vain to discover some cheap mode of insurance. Now if brother "Critic" should be so fortunate as to discover anything of the kind he will have a good thing; the philosophers stone, or perpetual motion, would be no comparison to it in novelty or pecuniary profit. But one thing stands in the way of its speedy accomplishment, the immutability of natural laws, which limit the period of mortal existence. We ought all of us to know by this time that there can be no such thing as cheap insurance, so long as the duration of human life is confined to its present narrow limits. I have advocated this plan as an experiment which can be tested with little expense, and one that bids fair to be economical in its operation. But little time will be required to prove or disprove its utility. If it succeeds it may be a great benefit to us; if it fails it will be but a small loss, and should be no detriment to the Brotherhood. I hope that all will criticise and discuss the subject until it is rightly understood in every feature; and in the end let it stand or fall according to its own merits; but God forbid that any Insurance plan or Widow and Orphans fund, or any other un-tried or half-tried scheme of doubtful utility, shall ever prove a bone of contention in our ranks, or a rock on which shall ever be wrecked the noble ship that carries the Banner of the Brotherhood.

Most Respectfuly, and
Fraternally yours,
F. Abbott.

Kingston, May 10th, 1868.

Brother Mudge:

I notice a great many communications in the Engineers' Journal in regard to Machinest Engineers, and to promote Firemen to engineers. Some seem to think that a man must be a machinist to become a first class engineer, claiming

for their reasons that he could not otherwise understand his engine. Now I do not contend that a man in order to be a first class engineer, must also be a machinest, it is all very well for us to understand setting valves, leveling up rods, equalizing springs &c. But I would ask any of those machinist runners if they ever set their valves, level up rods, equalize springs, &c., when they are out on the road, us firemen runners can key our rods on the road, and if we break a spring strap or hanger, we can put one in, if we have an extra one with us, if not, we can block up our engine and go on, and I should like to know what more a machinist engineer could do for the interest of the company, or for the safety of the lives of those on the engine or train, I would ask if an engineer carries the tools of a machine shop with him on the road. I am no machinist, I wish I was a good machinist but I am not.—However if my engine breaks down, I will take the tools that an engineer is usually provided with and try and get her home, and if I understand the thing right, the main point is in knowing what to do in case you break any important part of the machinery in order to get your engine home without doing any more damage to the engine, and I think almost any intellectual fireman can learn that, if he gives his mind to his business and if he did not try to learn we should certainly not recommend him as being capable of running. Moreover a fireman can learn more about the rights of railroading, taking the advantage of hard pulling trains, heavy grades, carrying water, &c., in three years fireing, than a machinist could learn in a shop in ten years. I should like to know how much interest we could expect our firemen to take in their work if they had no expectations of promotion; I am afraid we would have a poor set of firemen if such was the case. I do contend that a man should understand rail-roading in all its branches in order to be a first class locomotive engineer, and I never yet knew a machinist that was willing to fire six or eight months before taking an engine to run, they must ride over the road once or twice as the case may be and then go to running.

As far as practical and other influence is concerned, quite as many machinests are benefitted by it as firemen. I do not suppose a better machinist ever stepped inside of a shop than our M. M., on this the L. & B. R. R., and he has the entire control of all the engineers as far as hireing and discharging is concerned, and he has not on the road an engineer who ever was a machinist, the most of his engineers were once brakemen.—If machinest engineers are so much better than us coal shovelers or as wood heaver runners, why is it that more of them are not running, the most of them want to run that has ever spoken with me about it? Now there is one thing that a machinist understands about railroading the first time he steps on an engine, I never knew it to fail, that one thing is whistling, they can whistle more for the first month they run than any firemen runner I ever saw, they are right on the whistle.

I do not want it understood that I am opposed to promoting machinists, but I do think they should fire six or eight months before going to running. Now as far as that board of examination; of which there has been so much said, is concerned, I wish there was one conducted exclusively by machinists who had had about ten years experience in running that they might question a man in every thing relative to railroading, as far as running of trains. I should want to see a man examined in the general rights and regulations of the railroad on which he wanted to get employment, for collissions and running on other trains rights and running into trains, &c., is as bad as getting your valves out of order and not knowing how to set them.—Some will say that on different roads there are different rules, that is all very true, but if a man understands his business on one road, and he is a good man, he will soon learn the different rules on other roads, but if he is a poor man on one road he will be the same thing on another, wherever he goes. But friend Merritt recommends a school of instruction in our Division rooms, that is a good idea, it would be a great help to the most of us, but I am sorry to say that our Division will not be able to have that school, for we have but one member that is a machinest and he is where he cannot attend. There is one thing more I wish to say, there are a great many articles published in the Journal headed "Brother Mudge," and signed, yours fraternally, an engneer, or some ficticious name, I do not think all these communications come from Brotherhood men, I think when a man writes anything for publication he should not be afraid to sign his own name. With my best wishes to the Brotherhood and for the success of the Engineers' Mutual Insurance Company,

I am fraternally yours,

LUTE WELCH,

F. A. E., Div. No. 58.

[Original.]

The Engineer.

We speak of the sailors so kind and so true,
How in danger they shrink not from fear;
But who has a thought, or e'er breathed a prayer,
For the noble and brave Engineer.

Who so anxious as he, lest danger should come,
To those who are under his care;
His thoughts are for others, he seems to forget,
That he too, the danger must share.

Yes, self is forgotten, the brave Engineer,
In all that he does will be just;
And when duty calls, he will fearlessly go,
Ever faithful and true to his trust.

How faithful the place an Engineer fills,
His perils are many and great,
Too much he is censured and often is blamed,
For being a moment too late.

Hard indeed is the life an Engineer leads,
Tis replete with much labor and care;
But Oh, how important that one in his place
Should know the sweet comfort of prayer.

When troubles surround them on every side,
And they feel that death may be near;
How charming the thought that to God they can turn,
Like a child, for his fatherly care.

Long may he be spared, the brave Engineer,
Much good be permitted to do,
Kept safely from every temptation and snare,
A Brotherhood faithful and true.

Mansfield, Mass., March 27th, 1868.

WEST PHIL'A. April 17, 1868.

BRO. MUDGE:

I have received the receipt for the twenty dollars I sent you by express.—We have also received our Journals, and

I for one acknowledge that they are truly interesting.

It makes me feel glad to see those two communications from the wives of engineers. I have no doubt that those women feel in earnest about the future welfare, and prosperity of our noble institution, and I feel quite certain that their husbands are men who attend to their weekly meetings.

When we speak of women, which one of us has forgotten the fond love and affection of a mother, who watched over us in early years, with all that earnestness of love which only a mother can show, and as we grow older, with what pride she would watch our actions, and when no other eye was present save the all seing one of Him who doeth all things well. With bowed knee and clasped hands would invoke God's blessing on her boy.

But as the song says: "I have no mother now," but thank God she still lives in the memory of the heart. And Oh what thoughts cluster around it as I think of the lessons she taught me in boyhood days. And I ask myself, have I profited by them; I can only say that the influence of that mother with faith in God through our Lord Jesus Christ has brought me thus far in safety through the cares and troubles of this life.

Woman in all ages of the world's history have rallied around the principles of every institution calculated to benefit mankind. We have but to look at the death of Him who died to save sinners, and when all his disiples had forsaken him in that dark and trying hour, who do we find still lingering around the cross; none other than the women who believed him to be their Redeemer.—And thus it ever has been in the true women, faithful to the end. Leaving the present scene with its lesson of faithfulness and devotion we pass on to other days. And as we travel on we find the influence and devotion of women, still the same ever cheering and brightning with her smiles all the pathways of life.

What has been the testimony of great and good men in regard to this matter. The great and noble Washington always gave evidence to the fact that the precepts taught him by his mother, was the secret of all his successes. Also the illustrious John Wesley, the founder of Methodism, never forgot the lessons taught him by his sainted mother, and in after life he would often talk about them and tell what a lasting impression they made upon him.

While all cannot become honored and elevated to high position who have the influence of a good mother thrown around them; yet it is a noted fact that they who do not forget them generally make the best men, however humble may be their lot in life Look around us to-day, in every thing that pertains to the elevation of your race and we find that WOMAN has a voice in all its branches.—Then why should we think it strange to see pieces in the Journal written by the wives of engineers. All literary works have their pages more or less filled by contributions from the mind of women, and I trust it will be so with us in our efforts to make our magazine interesting, to see its pages filled with matter composed by the wives of engineers,

I remain yours fraternally,

D. EVERETT,

F. A. E., Div. No. 45.

Engineers' Salaries.

SLOAN'S STATION, C. & P. R. R.

MR. S. R. MUDGE:

In presenting a few thoughts on the above subject, for the columns of the JOURNAL, the writer may be deemed by some as impertinent, and meddling with that which does not belong to his profession; but it will be by those only who are interested in withholding that which is due to each and every man. The highest authority has declared that "the laborer is worthy his hire"; and it is the right of an enlightened community, and especially of business men, to determine what that "hire" is worth. A principle, or usage which will not bear the severest test of scrutiny or investigation is unworthy of adoption by a free and enlightened people—and it is the privilege, nay, the duty of every man to advocate the principles of justice and right, from the PULPIT—the PRESS—and the PLATFORM. It is an old adage, no less trite than true, that "corporations have no souls;" and in ninety-nine cases out of a hundred they will never remunerate unless compelled by law to do so; and if per chance one of their number is expostulated with, by an aggrieved party, he shields himself from all blame in the matter, by exclaiming in mournful sympathizing accents, but with a twinkle of the eye which plainly says "you can't come it"—"I am only one of the company"—thus rolling the responsibility of the act upon that very organization of which he himself is a member! Well does the old Scotchman exclaim—"Oh, consistency, consistency! thou art a jewel of inestimable value; would that more possessed thee!"

Now, Mr Editor, what is it that we contend for? Simply that the wages of the Locomotive Engineer should be in proportion to the amount of responsibility involved. Does he receive this? We answer most emphatically, NO! and we challenge successful contradiction. We boldly affirm that he does not even receive a salary any thing like that which is paid to other engineers in large factories, or those on our Rivers, Lakes, and Ocean steamers. Those on our rivers and lakes receive from $125 to $175 per month; in many of our large manufactory establishments still more; on our Ocean steamers from $3000 to 5000 per annum—the last named amount is paid to the head engineers of the ships of the Cunard Company, running between New York and Liverpool. Who can truthfully affirm that these last named have greater responsibilities resting upon them than upon the Locomotive Engineers of our land. Far more arduous are the toilsome duties devolving on the latter gentlemen. Not unfrequently have they to "double the wad," picking up a little food and sleep as they can catch it on the track; while the others have their regular hours of refreshment and rest—generally six hours on, and six off,—thus enabling them to fulfil, with comfort to themselves, and credit to the companies employing them, all their required duties. Now we submit in all candor, whether this is right and just, in the sight of God and man. We ask the different rail road companies of our country, collectively and individually, are you acting honestly and honorably towards these men on whom you rely to sustain the credit and

reputation of your several lines? Are you promoting the interests of your country—the traveling public—nay, of your own pockets? The reply must manifestly be in the negative.

It may be difficult perhaps to solve fully the reason why the salary is so disproportioned. The Presidents, Superintendents and Directors all sing out in concert—"It is the usual salary; our road pays as high as any of them." That may all be—granting it so—still we press the question home upon you gentlemen, is it right and just? On some of our roads almost any man can get to be an engineer, who has "fired" a few times, or has run the engine five times on and off "the side track," and it is not unfrequently the case that some such obtain this important position though the influence of officers and employees on the "under-ground-rail-road" while at the same time they are totally unfit for that terrible—responsible office; and thus the lives of thousands of our fellow citizens are jeopardized on each successive trip.

Permit a suggestion. Have a board of examiners appointed by each R. R. company, or by the U. S. government if you please, whose duty it shall be to subject the applicant to a strict and scientific examination, before he can be entrusted with the train of precious living freight, and let no others receive such credentials—then having been honorably passed through the severe examination, pay them a salary commensurate with the important responsibility and dignity of the office, and the result will be, that the number of awful accidents and collisions would be materially decreased. This article may be sneered at by some who are anxious that their own pockets should be lined with green-backs, but are not willing that the hard-working, toil-worn, skillful, faithful Engineer—the most responsible man on the train—aye, in the whole rail-road organization, should receive that which is most justly his due. But, Mr. Editor, the time is not far in the future, when he will be properly appreciated, not only by the discerning public, but also by those very organizations who now dole out grudgingly the little pittance which is to keep soul and body together. The progress of enlightened public sentiment is onward, with rapid strides, and he, or they, who could essay to stop or retard it, might as well endeaver to stem the impetuous torrent of Niagara's tide, or stay the diurnal course of the king of day!

Then, again we say, go on; "fire up," put on a little more steam; no matter if you do occasionly have a "hot box;" keep your "Journal" well oiled with the persuasive eloquence of truth; you have a "clear track" before you; you are "on time;" don't "switch off;" but "pull out," and you will rush into the "station" with flying colors amid the plaudits of those who have, and still continue to advocate the principles of justice and equality.

EDWARD A. BRINDLEY.

LOVE IS THE FOUNTAIN FROM WHENCE ALL TRUE OBEDIENCE FLOWS.

BROTHER MUDGE:

I can with great sincerity say that I love the Locomotive Engineers. I love their institution for the much good and benefit I personally have received from

it. I also love the Engineers Journal, for the information contained therein; I love to read it for the good instructions set forth upon its pages; and if it were in my power to do so, I would love to write more for it, yet hoping all will take the good will for the deed and bear with me a few moments, feeling anxious as I do, to encourage in some way the good and noble cause. Knowing as I do, our motto is to be good, we thereby obtained strength. How much is there accomplished in this world, (or in the world to come) without unity and love; both temporally and spiritually. How plainly actions show the influence of love in every instance of life. Look at the feelings manifested toward those we love and those we do not. Even the locomotive engineer will show this toward his engine which carries him through the many dangers of which he is continually coming in contact. If he loves it how careful he is of it in every way, choosing to be its gardian and companion at all times, rather than commit it to any one else. How attentive he is to all its noises fearing that some harm may unexpectedly come upon it, (as has before been spoken, if that we were as mindful and careful of our never dying souls as we are of our engines we ride upon,) and then arriving at the end of the road how the engineers countenance is beaming with joy and satisfaction, and the pleasure it gives him to see all safely landed from the journey, which by his management has been brought through. Yet as they all rush through the crowded platforms, and pass him, yet none give him their thanks for their safe arrival, but the happiness beaming upon their faces is sufficient evidence that they can rejoice with those that still live. Brothers, allow me just here to say one word direct to you. Let us stand firmly upon the footboard of justice with the guage of sobriety ever before our faces and with the head-light whose reflection is truth and our journey is sure and safe, knowing as we do that temperence is the key to success in avoiding accidents, in protecting life and in promoting the interests of the public.

The man that loves his family, how devoted he is to them, and how kindly he ministers to all their necessary wants, and if he has a few moments to himself he is always found turning his footsteps in the direction of home, also the person that loves his employer will use every effort to do right, and at all times to please; making his efforts as interesting to himself or manifesting as deep interest as though he were about his own business, being as faithful to all duties in his absence as in his presence. While on the other hand, one performing duties with fear instead of love, what is generally the result. I leave this for every one to answer in his own mind. I noticed in some Journal a few lines from the wife of an engineer, in which she expressed herself if she thought by her efforts she could induce or persuade one of our number to attend the house of God, she should feel rewarded for what she had done, and that she had accomplished some good in the direction of elevating some of the sons of humanity. We know that it was through love that prompted her to this act, and I thank her most kindly for so doing. I am glad to see lines from that direction and

I hope they will be encouraged to continue using their influence, for I love to read notes pened from the hands of them. It proves that the Brotherhood is a welcome visiter at the fireside, and that it is doubtless making some home happy.

As evil begets evil, so does virtue beget virtue; as love is a fountain there must be a continual flowing of either the one or the other. Brothers,as we have started in the right direction, we must labor to do good to many, therefore we have greater work to do on earth than merely securing our own happiness. We are intrusted with a talent to do our best in our places to promote truth, to edify the Brotherhood, honor the cause, and promote the interest in the public.—Study thy duty, work while it is day, and let God choose thy time, and willingly stand at his disposal. Every fruit is best when it is ripe, and if we will only ripen in the sunshine ofGods countenance then when our labors shall have ended, He will call us home by the encouraging voice of his love, that we may joyfully hear and say. it is my Father's voice. If our business in this world be only for the things of this world, how vain a creation is man, and how little is the difference between waking and sleeping, life and death. If one flower falls or dies others in future summer shall arise from the same root. God will have other generations to succeed us; let us thank him, we have had our time, leaving evidence to those who survive us, that we have drank at the fountain of life. Had we a great wise and good friend that died for us, the hundreth part of what God does for us, how we would love him. Then think believingly, seriously and constantly, what a life thy should live forever in the presence and bosom of infinite eternal love.

May love, that shining grace,
O're all our powers preside;
Direct our thoughts, suggest our words,
And every action guide.

B. H. Prove.

Do a Good Turn when You Can.

How little we think as we travel,
Through lifes ups and downs, day by day,
What good each might do for his neighbor,
Did all of us go the right way.

How many a poor fellow whose talents,
To elevate science would tend,
Is lost to the worlds gaze forever,
And all for the want of a friend.

Then stretch forth your hand like a brother,
For remember that life's but a span,
Tis our duty to help one another,
And do a good turn when we can.

Some boast of their wealth and connections,
And look with contempt upon those
Of lower degree--quite forgetting
The means by which they perhaps rose.

So be kind to the poor and the lowly,
Ne'er utter a word that's untrue;
Praise the maxim which says, act to others
As you would they should act unto you.

Then stretch forth your hand like a brother,
Since life is after all but a span.
Let us try to assist one another,
And do all the good that we can.

B. H.

Lafayette, Ind., May 18th, 1868.

Brother S. R. Mudge:

I am becoming more and more acquainted with the objects and aims of your Brotherhood, and I am highly pleased with them; yea more, I rejoice that you

are aiming to reach such noble results. I thank God the time has gone by, making distinctions in labor. There was neither sound sense nor philosophy in the old saying of some of the would be "upper tens," that this business is honorable and that, dishonorable.—However, there are some people yet living who are foolish enough to entertain such ideas, but their number is rapidly dwindling, and I sincerely hope they will be unknown to the next generation.—All kinds of labor essential to the welfare, progress and prosperity of society, are equally noble and honorable—and the laboring man however humble he may be, if he be honest and upright, is entitled to as much respect and honor, as the man who can command his treasures by the million, and his acres by the thousand. The "honest man" with the spade, the saw, the hoe, or the rake, is entitled to more respect than the "dishonest man" who may be the ruler of a nation.

What position more responsible than that of an engineer on a railroad? Who has more interests or lives given into their hands than he; and where is the necessity greater than here, to have a sober, wide-awake man to occupy the position? The engineer is "the responsible man of the train." I think the time will soon come when none but the very best men will be employed as engineers. When a drunken profligate man will be told he is not the style of a man to fill such an honorable and responsible position. Let such an impression be made upon the public, then there will be such a pleasing change as will be admired by all good men. I am very glad to know that this is just what you are aiming at. Go on and success will attend your efforts—I extend you my hand to assist you all I can. Let this honorable and noble band of men feel that their position is one of the most useful, beneficial, and honorable in society, I for one, invite them to our churches, our alters of prayer, the social circle, the public gatherings, everywhere, whenever I go I ask them to go with me, and I will give them a hearty welcome.

Respectfully,

Isaac W. Joyce.

Dunleith, Ill..

Brother Mudge:

Dear Sir:—I thought I would pen a few lines to our Western Brothers.—In the first place, a description of this city would excite but little attention or admiration in a class of beings known as Locomotive Engineers. But there is another class of beings known as the Topographical or Civil Engineers who might feel interested in a description of the vast structure that has already been began here in the form of a magnificent bridge across the Mississippi river, to connect the Illinois Central Rail Road with the Iowa Division of the same road; formerly the D. & S. C. R. R., which will form a connecting chain of road from Cairo to the interior of Iowa without change of cars, and also from Chicago.

And this is not all that claims attention from the scientific world, a tunnel of eight hundred and sixty feet will have to be pounded and blasted through the gigantic bluff of solid rock, in order to make a crossing on the bridge. This work has also been begun, and already the stubborn rock has been penetrated a

distance of one hundred feet, and it seems as though the iron muscels of the workmen are determined to see daylight through this monstrous mass of nature's work ere the holidays of eighteen hundred and sixty-nine arrive, (unless they get here somewhat a head of time,) for the work is progressing steadily, day and night. Out side of these grand structures for the benefit of the traveling public, there is nothing to merit attention.

Navigation has fairly opened, up the river, the Northern and North-Western Union Packet Companies are running steadily between St. Louis and St. Paul, but as yet, business is very light; I think there will be a great deal of competition between the two lines, and perhaps ere the hot season arrives, those seeking health can visit the mountain regions at a greatly reduced rate of fare.

While speaking about rail road matters I forgot to mention that the Central Company has built a splendid new transfer boat capable of transfering ten cars at one trip across the river, the boat was built at Mound City, and is now on her way rejoicing for this point, and before this miserable scribbling is ready for the critic's observation, I have no doubt but she will be nobly performing her work, much to the interest of shippers, and especially stock dealers.

I noticed a few days ago in one of the Dubuque papers an account of another terrible railroad accident on the Erie Road; much to our regret and sympathy for the sufferers. I also noticed the usual compliment was paid to the engineer, that the accident occurred on account of reckless running, whether this was copied from an eastern journal, or a telegraph despatch, I am not able to say. One thing I will say, if the blame rests on the man, condemn him, and if not, in God's name Brothers, to the rescue. And if the man is innocent, unfurl our banners to the public and let the inscription be, innocence and truth.

I think a phrenologist examining the top part of my cranium once pronounced it possessed of a nervous temperment; and to think of all the miseries and sufferings of so many terrible disaster that is palmed on the man with soiled hands and smutty brow, my blood stops circulation and I naturely come to the conclusion that the professor was right.

And this makes me so nervous I cannot help but reflect and think how many poor little orphans are left (in the eyes of the public, to the work of the locomotive engineers,) for some charitable institution to support and educate, which is always done, providing some rich relation has money enough to pay a large per cent. to some particular christian association, sect or creed, who employ teachers decorated and attired in long double gowns with neck-ties which should be an emblem not only of their profession, but also of their conscience.—(Excuse the term.)

And again we hear another voice seemingly from the same direction, but whether it be the blood of the martyrs or the voice of an innocent man, pleading with all the muscular power of his well developed lungs, trying to sustain his character as a man, I am not spiritualist or strong enough medium to ascertain.

But an American citizen, in the name

of God have we not capital enough in the United States to control our own interests; or shall we allow men that would willingly betray Christ into the hands of his assassins, to have the management and full control of some of our most important thoroughfares, (I refer to the second massacree on the Erie road;) can we impute this all to the engine man? The public seems to think so through their daily organs; where is there a locomotive engineer who will not soon be marked, of a nervous temperament.

And who is the firm of this road?—Let Wall Street scream and the very name will condemn the road, (unless they have a contract to supply the Fenian Army with shoddy goods for its own support.) There can be nothing done towards repairing the road to make it safe, comfortable and reliable, until five million dollars of bonds are issued by the government, and then let the firm dispose of them at perhaps fifty per cent. premium, to add to the millions already hoarded up, and by letting the road run down, until it is converted into a wholesale portable human slaughter pen.—The government sees fit to grant this "very slight request;" and the public will pay fifty per cent. for the transportation of freight, and seventy-five, (or something less) for the privilege of getting themselves or their agents crushed and charred into a mass of corruption that fiends cannot identify.

This is plain talk, but had I the voice to speak as loud as the roling thunder I would open the ears of some of our American people, both politically and religiously, or shake them until the bonds and greenbacks would drop from their deathly clutches, and some of the man-slaughtering fraternity would cry for the rocks and mountains to fall upon them to hide them from their guilt.

But until some body or something else can know a locomotive, beside the engineer, the public is bound to pay the per cent. in order to attach all blame of accidents to him for gross negligence on his part. The man that labors long and faithful for the support of himself and family, and because the peculiar construction of his machine will not admit the snowey neck-tie, the milk of human kindness is no where existent for him; therefore like Lazarus, he is even refused the dogs portion, and all the consolation he has is in Abraham's bosom.

Fraternally yours,

PETER SWISHER.

LINES RESPECTFULLY OFFERED TO THE BROTHERS AND SISTERS.

When a Locomotive Engine,
Grandest work of skillful hands,
Rushes with its line of coaches,
Through the lovely prarie land,

Wonderful to my small vision,
Seems this myracle of strength,
Traversing in wild ambition,
Our great country's breadth and length.

Living, breathing, willful creature,
Heeding nothing in his course,
Surely men of nerve and daring
Ride the firey iron horse.

Steady hand to hold the ribbons,
Steady eye to scan the road,
Nights are dark and dangers many
And he has a precious load.

Fire flies from his courser's nostrils,
Pant his sides with burning breath,
Like a deamon rushing onward,
To the carnival of death.

Draw-bridge wrong? the keen glance sees it,
Just one thrill of mortal fear,
As the sound of splashing water,
Comes distinctly on the ear.

Then the master heads his monster,
Lays his hand upon the mane,
Flicked with foam and heat of travel,
And the fury crouches—tame.

Sleeping men and drowsy women,
Children happy in a dream,
Never will know when the death angel,
Waited for them at that stream.

But to watchfulness unceasing,
Of the faithful Engineer,
Morning light had found their spirits,
God and only He knows where.

Mothers, loving wives and sisters,
Your anxiety I know,
Who wait for the absent loved one,
While the midnight oil burns low.

Aye, my heart knows what your fears are,
In the long hours of the night,
I, like you, have peered through darkness,
For the welcome spark of light.

Listened for the well known signal,
In whose loud explosive tone,
My quick ear could hear the greeting,
Coming, coming, coming home!

Be you brave, nor once faint hearted,
The one Father keeps us all;
He will not forsake his children,
Who notes even the sparrow's fall.

Brothers, bands can hardly flourish,
Without sister smiles and cheers,
Therefore hail, and Heaven bless you,
Brotherhood of Engineers'.

E. E. C. L.

Jacksonville, Ill.

GREENBUSH, N. Y., May 19th, '68.

BROTHER MUDGE:

I have the honor, as some of your correspondents say, to be an engineer on the B.& A. R. R., and have lately joined the B. of L. E. and subscribed for your Journal, both of which I am told are important steps toward promoting the welfare of Locomotive Engineers, and so I hope it will prove, as I am looking for great good to result from this wide spread Brotherhood; not only to the members of it, but to the public at large. After a thorough perusal of the last few numbers of the Journal, although I am highly pleased with it, yet I feel constrained to say that it is my opinion it can be made much more interesting than it is at present, if each Division will only do its part by contributing freely to its columns, of such matter as would prove interesting to its readers. I dont say this in a criticising or a fault-finding manner, but to rouse your attention to the fact that the fault lays with the Brotherhood, and that there are scores of men among them possessed of inteligence, education and mental capacity sufficient, if they would only generously and cheerfully contribute of their store of knowledge, to make the Journal far more interesting and instructive. There are many things concerning the scientific theory of the working gear of a Locomotive; such as the proper valve motion to attain a high rate of speed, and also to secure the greatest possible power for slow, heavy draught; also how to get the lines and angles of an engine so that each separate part will, when the engine is put up, adjust with perfect accuracy and regularity; and a thousand other very important items of information, that I'll venture to say many of our best runners are profoundly ignorant of. Let us enlist the cooperation of some of our Master Machanics, and of Engineers who are draughts–men, and let us have explanatory drawings of these and kindred subjects. Dont understand me as ignoring many really good articles in the numbers I have read, as for instance one on boiler explosions, in the February number, only let us have more of them, and if the present low price of the Journal wont warrant any extra expenditure, such as for drawings, illustrated explanations &c., let us have the price raised and keep ourselves and our Journal up with the times. I see the writer who signs himself "Engineer" in the November number, is to use the words of a brother engineer, "catching it right and left." I am sorry to see any dissatisfaction of this kind brought up. It appears to me that there is but one view to be taken of this matter, and that is as follows:

Were I a master machanic and had a machineist in my employ whom I thought possessed of the necessary qualifications to make him a good engineer, I would send him out on the road and learn him to run; and had I in my employ a fireman, a good and sober industrious man whom I had reason to believe, after several years experience as a fireman, was competent to take charge of an engine, I would promote him; in short I would look at the character and capability of the man and not at his antecedents, for supposing he had been "nothing but a fireman," as Robert Burns the Scottish poet wrote: "A man's a man for a' that." In answer to the question, where is there a road where there is a plate and a chair set for the engineer at the same table with the conductor, I can tell your correspondent that it is done every day, Sundays excepted, at four different stations on the Boston & Albany Rail Road.

C. B. F.

MICHIGAN CITY, April 28th, 1868.

BROTHER MUDGE:

I noticed in the Journal of April, a communication from L. Beck, concerning steel rails and tires, and as he writes comments on his remarks, I will state what my experience and observation has been. Of the use of steel rails I can say nothing, but of steel tire I have had an experience of over two years, and regard them as fully equal in power of adhesion to the best iron. The engines on the Western division of the M. C. R. R. have all been fitted with steel tires during the time, and they take the same trains in all kind of weather, and with no greater liability to slip than when they had the old iron tire. In regard to welding the tire, I am of the opinion that they can be welded, the only trouble being the lack in most rail road shops of the proper facilities for making a good even heat. I can not agree with him concerning the support which he claims is given to the wheel by the shrinkage of iron tires. The shrinkage of steel tires is of course small compared with iron, but I have found not more than two or three loose steel tire in two winter's use of at least 15 or 20 engines, and but three broken in the same time, and that is much better than I can say of the iron tire, running on the same road and in like use. They entirely do away with the nuisance of shimming tire every day or two, when they get thin and light.—In their application to wrought iron wheels, they have kept them in shape much better than the old tire, and saved the machinery greatly. I have not the space to devote to a discussion of the amount of shrinking which the different

kinds of tire will require, but can assure Mr. B. that anything beyond what is necessary to keep the tire firm and in its place, is an injury to it, and will either result in the breaking of the tire, or drawing to the proper size, if the iron is safe enough to admit it.

Yours Fraternally,
E. H. MITCHELL.

JUNCTION CITY, KANSAS, May, 1868.

BROTHER MUDGE:

The Journal for April has arrived prompt on time. This looks like business; it shows that all are executing their duty promptly, and faithfully, as contributers to its pages. It also shows the interest that our brothers, and some of their wives, take in trying to make the Journal a certain success, and increase in circulation; besides making it a channel of communication, that we may all hear from one another. It is a gratifying pleasure for me to look over its pages and see so many familliar names, and as I read its contence, it makes me think that I ought to contribute my mite by saying a little, if it is not so cunning; and if all the others will do likewise, the reading matter of the Journal will largely increase.

A few words from the front, or border of civilization, will perhaps be read with interest by many of our Eastern brothers. The U. P. R. R., E. D. is now nearly completed 400 miles west of the Missouri River. Leaving the Missouri River, the road passes through a fine country and very well settled and many very pleasant and promising towns. As you advance Westward some 300 miles, you have then left civilization far behind; but the wild Indians is plenty but not troublesome. Very often parties of them, mounted on swift ponies, go to the railroad track and have a race with the trains, sometimes a distance of several miles. Perhaps some of the readers of this may say, I do not want any of that in mine. So we used to say, but it is fun for some of us. But this is not all the sport and excitement we have on the front; if some of you could step on our engines, or in our conductor's cabose, and see the revolvers, rifles, shot guns and amunition, you would naturally ask, what does this all mean? Heards of Buffalos are as plenty along the line as cattle are in your eastern states; and heards of antelopes are as plenty as flocks of sheep in vermount; and it is no uncommon thing for train men to shoot a Buffalo or antleope and bring it home with them. Wild birds of almost every kind abound in great masses, and afford plenty of sport for the hunter and sportsman. Our railroad of course is fenced, and sometimes Buffalos in large herds are on the track so as to impede the progress of trains. We have just received four new engines, two of them from the well known establishment of M. Baird & Co., Philidelphia, and two from Rodgers. We have now about 40 engineers, mostly all men of the right stripe; we have had some of the would-be engineers here, but our worthy and esteemed M. M., Mr. J. M. Boon, has found them out and sent them adrift; this is much to his credit, as well to our own. If all M. M.'s will do likewise we will soon get clear of that class of engineers, which is a disgrace to mankind and detriment to all railroad companies.

The Brotherhood here is a success; the pioneer Division 81, is in a flourishing condition; as our worthy F. A. E., brother L. H. Waugh, keeps you posted on this subject, I will remain silent. The extention of our railroad, and the increase of our members will soon make it a necessity for us to have another division in order to give our western brothers the benefit of regular meetings. I think I am not saying too much, when I say that our superior officers on the western division, are men of the right stamp, and experienced railroad men, and I feel sure they will encourage us and use their influence to assist us in any thing that is right and honorable; and our conductors, I must not forget them; I have run on a great many railroads, and in a great many States, and have run with a great many different conductors, but I think we have here the most intelligent and generous set of conductors I ever saw; always attentive to business, and ready to assist their engineers in all cases, and in all ways. Their habits are strictly temperate, and the result is that they are not continually asking their engineers to take a drink, thereby enticing them from the path of duty, but on the contrary are setting a noble example which I trust we all will follow; this is saying a great deal, but it is nevertheless true. Our superior officers are strongly opposed to intemperance, and will not retain any man in their employ that is subject to dissipation; so I will say to every one coming to Kansas for employment on the U. P. R. R., E. D., must make up their minds that, although Whisky is abundant here, they, like the rest of us, must let it alone. This is as it should be, for I have no respect nor sympathy for any man that has to forfeit his situation on the account of dissipation. Our noble order positively prohibits intoxication, and excludes the offender from our ranks; but our conduct as railroad men and our behavior as good citizens, must be of such a nature that all R. R. officials and a generous public will see that such is the case beyond a doubt, and my word for it our Brotherhood will prosper, and the day must surely come when a certificate of membership from this brotherhood will be the only thing that will secure a situation upon any railroad as Locomotive Engineer. I see in the last two numbers of the Journal, several communications from different ones expressing their opinions upon the Locomotive Engineer's Insurance Plan. I hope to see more as it will bring out ideas to the point, from a great many, and by so doing we can test the validity of the same, and see whether it is for our interest to insure or not. I think the communication from Rochester, signed "Critic," is a very able and well written article, and commands the strictest consideration of us all, although I do not look upon it in the same light as the writer. I will remain silent as to my opinion at present, hoping to hear more from some brother that is more able to discuss its merits than your humble servant. I shall be pleased to see something on this subject from the pen of our esteemed brother E. Malone, of Division 17. The speech of Daniel Torance, Vice President of the N. Y. C. R. R., commends itself to all railroad officials and employees. It will be a source of pleasure for me to take

particular pains to see that our officials and the public press have a chance to review the same. I heartily concur with brother W. S. Hadly in his ideas and suggestions in regard to the locomotive fireman's order, he has expressed my views of the same to an iota.

Communications are becoming frequent from the ladies or wives of engineers, this is encourageing and will have a tendency to make our Journal of more importance to our families and will be more appreciated by out-siders. The communication and poetry from Fort Wayne, signed NELLIE, and the one signed AGNES, are a credit to the fairer sex, and it is the sincere wish of your humble servant that you will keep on in your noble work so well began, and all will say as did the lamented Abraham Lincoln: "God bless the women of America!" JUNCTION CITY.

JEFFERSON CITY, Mo., April 8th, 1868.

BROTHER MUDGE:

The assembled wisdom of Missouri, have at last departed to their several homes, and some have perhaps for the last time relieved themselves of the high pressure of gas, which escaped them at the capitol. Without a doubt, there has been many deaths, (politically,) during the last session. The monotony caused by the disbanding of the Legislature is apparently manifest in all classes of society, "Keno," not excepted. The city itself has relapsed into the usual dullness which has ever characterized it.—All feel the absence of that honorable body, some pecuniarily, others socially, many hopes have ended disastrously, and not least among the disappointed, are the locomotive engineers. At the opening of the session, the Engineers' Licence Bill, (similar to that of Indiana,) which came near passing, was considered by all parties, to be as good as passed, and the engineers looked forward to its consumation with great expectations. The bill originated in the Senate, and passed that enlightened body almost unanimously; upon being presented to the House, it was received by almost every member as a just and necessary bill, both for the protection of the public as well as the engineer. The bill took the regular course, and a large majority of the House were committed to its favor, but alas we find that we have a Judas in the camp, as Christ was betrayed by one of that class of individuals, so was the traveling community swindled out of one of the most necessary measures ever introduced into an intelligent assembly, by Mr. Jewett, of St. Louis. He admitted to have received numerous letters from R. R. Officials seeking to destroy the bill, and he gallantly deserted the cause of right and humanity and espoused the cause of the capitalist, who blindly suppose the bill to be one that would materially lesson their power to control the engineers as a mass. Mr. Jewett, plead press of business for not reporting upon the bill, when he was enjoined to do so by different members; well knowing the popularity of the same, and finally refused to report at all, thereby killing the bill in the committee. So sure were the members of its passage, that they urged a report from the committee no matter whether they were for or against it becoming a law, but no inducements could overcome the scruples

of the chairman caused by the letters referred to.

Mr. Fisher, of the Senate, deserves the highest commendation and support of every engineer interested, for the energetic and noble manner in which he presented and engineered the bill through the Senate.

The friends of the bill have hopes of its passage at the next se ssion of the Legislature; at which time they hope to disabuse the minds of the members as well as the public at large of the eroneous idea that the engineers are working for anything more than what is justice to themselves and more than necessary to the safety and comfort of the traveler.—

If the true merits of the measure were placed in the hands of the people and left to a popular vote of the same, the result would be overwhelming in favor of it. The engineer is as yet a problem to most people, and upon which they have never cast a moments thought, if their minds could be brought to a true investigation of the subject, with proper evidence placed before them, showing the advantage accruing to their safety and comfort by the employing of none but competent engineers upon the different rail roads of the country, they would then see the extreme necessity of establishing some stringent measures for qualifying and employing them. Why is it that steamboat engineers are required to pass a rigid examination? and secure a liscence of competency before he is allowed to run! simply because the many thousands of lives, and millions of dollars worth of property are liable to be destroyed annually through the mismanagement of engineers who are not fully conversant with the responsible duties assumed by that class of individuals.

I would ask in the name of common sense and justice, are not the lives of passengers upon railways as sacred, and their property as valuable as any other.

The enemys of the law are laboring under the mistaken idea that should the engineers be licensed, the men representing that body, would have the power of forming a formidable monopoly, this is not the case, the commissioners who would grant the license, would necessarially have a public office, and if circumstances required, could examine a sufficient number to stock most roads for immediate and pressing business in a very short space of time. All engineers are aware of this fact, which goes to prove that they are laboring for any such results. All they ask is some law to protect men who are competent, and prohibit men of an inferior class from injuring their reputation as (skilled, honest and trustworthy,) by attempting to perform important and dangerous duties, which they have not the remotest knowledge of. The owners of steamboat property differ from those who invest in rail road property in this particular. The former prefer having competent men who are licensed to handle that dangerous monster, steam, while the latter prefer to risk their property to persons showing no evidence of competency, sooner than admit that such a law would be a benefit to them. Let us all work with one accord and accomplish this desired result, after which by a due administering of courtesy and self respect, the engineer can prove that his profession should stand second to none.

JET.

PHILADELPHIA, May 10th, 1868.

BROTHER MUDGE:

DEAR SIR:—I will give the signal and go ahead, but it is my first effort, so look out for a smash up, clear the track, one whistle and here we go. I received my April number of the Journal to-day, and in looking over it I noticed the name of a new Brother, or at least I have never seen it before,it is'Critic' from Rochester. I judge from his writing that he is not a member of our Insurance project as he calls it, nor a friend to it, but I for one would like to see it prosper; I cannot see how it will cost as much as a regular life Insurance Company. Perhaps Brother critic is afraid he won't die first. Or perhaps he is afraid that some of our wives and little ones will get some of his dollars. But I for one would not hesitate to give a Brother's wife or child a dollar, that does not belong to our Insurance Company. If critic would refuse, I would think he was not a good Brother, or at least had very little Brotherly love. Perhaps he has some reason that we cannot see, for trying to discourage the Brotheis.

But I for one, can set out my own packing, and I understand the machine, when I don't, I will inquire for information, and I hope our worthy Brother will give me all I may ask for. I hope some of our Brothers in 51, will read the few lines that Nellie wrote from Fort Wayne, in the April number, and take some of her good advice, go to church, and not loaf around the engine house and saloons. They will have to look sharp for that high court of impeachment and I hope they will prepare themselves for that court, and their last trial. I hope the next time I write I can do better, if you will excuse my mistakes. This is not a very long road after you get started, and I hope the Brothers of 51 will pull out after me, and run twelve miles an hour, sound your whistle st every crossing and have your brakemen flag you through to Wilmington and do not run past him in the start, and I think you all can beat my run in these few lines. Hoping to hear from you all soon, I will close.

Yours fraternally,

CROSS HEAD.

Trial of the First American Locomotive Engine.

A narrow escape from distruction of lives and property, at the trial of the first American Locomotive Engine, at the West Point Foundry Shops, New York City, in the year 1830, called the Phoenix, or Best Friend, of Charleston. When this engine was completed and ready for steam, it was published in the New York papers, and an invitation given out to all parties interested in the progress of railroads in America, and there had assembled from one to two thousand spectaters in the shops, and yard of the establishment to see and witness the trial of the first American Locomotive Engine. The Engine was set upon blocks so that her wheels would run clear, the engine had four wheels all connected with outside rods, the cylinders were inclined, connecting to a double crank shaft, with out side crank pins in the wheels and hubs, the boiler externally looked like an old-fashioned porter bottle with the inside filled full of what we then termed tiles, projecting from the walls and roof of the furnace down into the flame or chamber of the furnace. The engine being all connected up, and water put into the boiler and fire made, steam was got up, the engine moved by the Honorable Engineer and Superintendant of the work, Adam Hall. When the steam was applied the engine moved off beautifully,to the great delight of all the spectators ; when a request was made by some of the scientific men, to see how fast it would turn its wheels. Hall unscrewed the steam throttle valve and letting on such a quantity of steam as to drive the engine at such velocity as to set it a tetering on the blocks, and its connections became loose and at the same instant a spring safty valve opened by the pressure of steam, with the report of a cannon and throwing all into confusion ; throwing Hall, the engineer, from the engine on the very verge of apparent destruction, while David Matthew on the ground attending to Hall and the engine, seeing Hall thrown from the engine, sprang on to it at the risk of his life, and saved it and numerous spectators from an untimely death, with no greater injury than his hands and arms badly burnt. No doubt this will meet the eyes or ears of some of the number of those that were present, and owe their lives and safety to the timely action of David Matthew.

Western Railroad Growth.

The receipts of several of the leading Western railroads for the past five years show some striking figures of the advancement of enterprise and capital in that section. In 1863 the earnings of the Chicago and Northwestern Railroad were $2,811,554, and by a rapid progression from year to year of some $3,000,000 per annum, they in 1867 reached $11,592,348. The earnings of the Chicago and Rock Island Railroad in 1863 were $1,599,267, and $4,153,812, in 1867. The Michigan Southern, in 1863,earned $2,302,543,and $5,613,744 in 1867. The Toledo and Wabash earned $1,439,798 in 1863, and $3,783,816 in 1867. The Northwestern Road is unprecedented in its increase, the earnings in 1867 being four times greater than they were in 1863 ; Toledo and Wabash are nearly three times ; Rock Island are about double, and the Michigan Southern shows the least progress, being only about forty per cent. greater than in 1863, and with no increase (but a slight decrease) for three intervening years. The capital of the Michigan Southern and the Toledo and Wabash are about the same, 20,000,000 and the number of running miles the same—the Toledo and Wabash running 520 miles from Toledo to Keokuk and Quincy, and the Michigan Southern 243 miles from Toledo to Chicago and lateral lines, making the total number operated 523 miles. This great growth of the railroad earnings in that quarter is the best proof of the tremendous strides which the Northwest is making in population and production.

INDIANAPOLIS, IND., May, 1868.

MR. S. R. MUDGE:

DEAR SIR:—In reading Journal No. 5 I seen a welcome to contributions from the ladies, and feeling deeply interested in the communications therein contained, I thought I would try my feble efforts with those of my sisters in praise of this noble order of the Brotherhood of Loco-

motive Engineers'." I feel greatful to the Giver of all good that there is in an organization that has for one of its chief objects the elevation both socially and morally, of this class of men. Being the wife of an engineer I have had ample opportunity to observe its outside workings, and in comparing the engineers of to-day with the engineers of a few years ago, I see a striking contrast; what has wrought this change? there must be some mighty influence that is accomplishing so much good, but I think I have discovered the secret, it is the Brotherhood. I do not wish to be understood as meaning there were no good men among them some years ago, but I speak of them as a class, and I think you will agree with me in saying they are much better now than formerly.—Some years ago it was an unusual thing to see an engineer go to a place of Divine worship, now they are taking their places in the sanctuary and in society no longer regarded as the lower order, but men possessed of noble qualities of mind and heart, men of sterling merit and worth, capable of realizing the responsible position they hold, and more willing to die at their post, than violate their sacred obligations, I feel a thrill of pride and pleasure go through my veins when I think of my husband belonging to this noble order, and I pray God that he may never forfeit his title by a single act of misdemeanor, but that he may have the confidence and esteem of all with whom he is associated. If there is a class of men more than another that deserve kindness and love, it is they who are risking their lives for their own and their families support. When they leave their homes to make the perilous trip, it may be the last time the loving eyes shall look into ours, the last kiss they ever will imprint on the lips of the loved ones they are leaving behind.—May He who sitteth in the Heavens and rules the destiny of all, take care of them in the midst of danger. Then let us as wives try to lighten their heavy burdens by doing all in our power to make their homes pleasant and cheerful, let love be the reigning principle in every engineer's household and may the voice of prayer and praise be heard going up daily to God for his divine benediction to rest upon us, and that they may be able to keep on the spiritual track that leads to the celestial city is the prayer of

M. G. H.

Obituary.

DIED---In Quincy, Ill., May 12th, 1868, Mrs. Howard, wife of our esteemed Brother W. F. Howard.

Mrs. Howard's disease was of such a character as produced lingering and extreme suffering. Amid it all she murmured not but bore it with that calm resignation and christian fortitude that told plainly of real heroism. We are not advised of her early life, she came among us, (Quincy, Illinois,) a stranger, but her amiable disposition, her womanly bearing and christian deportment soon marked her a jewell. She united with the M. E. Church during the winter of 66 and 67. She lived esteemed and admired, died lamented by all that knew her. To her bereaved husband, we of the Brotherhood of Locomotive Engineers, Div. No. 62 extend our warmest sympathy, may the cloud that now gathers over him have its silver lining in the thought that she around whose affections he gathered, has gone forth to be a ministering angel to those that are struggling for the right. As the engineer takes his passengers at various

points, so too does God take us one by one from Time's great railway. The next station may be ours. Like snow flakes upon the stream, we are disappearing noiselessly, yet certainly. Not like the flake to be lost in the great out going current of Eternity "be ready" is not only the voice of the watchman, but of all the Providences of God.

At a regular meeting of Div No. 62 B. of L. E., held at their Hall in Galesburg, Ill., May 16th, 1868, this preamble and resolution was adopted,

RESOLVED, That a copy of this Preamble and Resolution be presented to Brother W. F. Howard, also be published in the Locomotive Engineers' Monthly Journal.

J. M. Lewis,
I. Alexander,
W. A. Durfee. } Committee.

DIED.---At Crestline, Ohio, May 10th, 1868, Christopher Graham, aged twenty-seven years.

Brother Graham was a single man and was employed as a Locomotive Engineer by the P. F. W. & C. R. W. Co. He leaves an aged mother to mourn, as none but a mother can; and who during his last illness watched him day and night. But no mother's tears or prayers could longer stay the grim monster "Death." The mandate of the Supreme Grand Chief above, must be obeyed.

Brother Graham joined Div. No. 8, about two years ago, and up to the time of his death was a true and faithful Brother among us. But alas; he has gone to that bourn from which no traveler returns. No more shall we meet him at our meetings and bid him a hearty welcome to all the rights and privilages of our noble Brotherhood; No he has taken his demise from this imperfect, to that all perfect, and celestial Grand Division above, where the Supreme Grand Chief of the Universe presides eternal in the Heavens.

The usual Preamble and Resolutions were adopted, and a copy furnished the family, also ordered published in the Monthy Journal. By order of Division No. 8.

W. J. Reed, F. A. E.

DIED.---In Portland, Maine, March 8th, 1868, of Typhoid Fever, Brother John E. Barnard, aged thirty-one years.

It is with the deepest regret that we are called to chronicle the death of our esteemed Brother John E. Barnard, after a violent sickness of six days, he passed away to that undiscovered country, from whose bourne no traveler ever returns; how true the saying when we are in the midst of life we are in death.

The funeral ceremonies were performed by Portland Division No. 40, B. of L. E. and ancient brothers Lodge I. O. of O F. Bro. Barnard being a member of both orders, the burial service was performed by the Odd Fellows, he being an older member of that order. He leaves a wife and two children to mourn his loss.

At a regular meeting of Portland Division No. 40, held at their Hall April 15th, 1868, the following resolutions were unanimously adopted.

WHEREAS, It has pleased an allwise God to remove by death our beloved Brother John E. Barnard, and again impress upon our minds the stearn lesson of the uncertainty of life and the certainty of death, be it therefore

RESOLVED, That we bow in humble submission to an all-wise Providence, acknowledging that unto God we are indebted for every good and perfect gift.

RESOLVED, That we duly sympathize with the bereaved family of our deceased Brother and tender them our heartfelt sympathy in this their sore affliction,

RESOLVED, That by his death we have lost a worthy member, and society a good citizen,

RESOLVED, That we sincerely regret the loss of our friend and Brother, and will ever cherish his memory.

RESOLVED, That as a token of respect for our deceased Brother, our Hall shall be draped in mourning for thirty days,

RESOLVED, That a copy of these resolutions be sent to the family of the deceased Brother, and be printed in the Engineers' Monthly Journal, and appear upon the records of the Division.

H. B. Wing,
G. H. Saville. } Committee.

DIED.—LaFayette Ind., May 10th, 1868, at his residence, our worthy brother R. D. Gray.

At a regular meeting of Division No. 7, B. of L. E., the following preamble and resolutions of condolence were unanimously adopted.

WHEREAS, It is with profound regret that we announce the death of our worthy brother R. D. Gray, in whose companionship we have labored the past few years. His loss is deeply felt by all who knew him, and may his memory be cherished by all good members of our order.

RESOLVED, That by his death we have lost an able and earnest advocate of our rights, to society as a gentleman, and whose conduct as a man of the world and co-worker of our fraternity, was in every respect worthy the respect of all.

RESOLVED, That our sincere and heart-felt sympathy are with the much bereaved family though reluctantly we yield Him to him who gave.

RESOLVED, That our hall be draped in the garb of mourning for the coming twenty days, and a copy of these resolutions, with seal of Division No. 7 B. of L. E. attached, be presented to the family of the deceased, and they be published in the Engineers Journal of the month of June, 1868.

GEO. W. VROMAN,
T. S. INGRAHAM,
WM. BRADLEY,
} Committee.

Division Notices.

EXPULSIONS.

H. C. Wellon, Division 10, Chicago, Ill., for non-payment of dues, April 25th, 1868.

H. C. Anderson, Division 33, Nashville Tenn., for non-payment of dues, June 7th, 1868.

Ed Thompson, Division 73, Madison Wis., for non-payment of dues.

SUSPENSION.

John Logge, Division 47, Hornellsville N. Y., for the space of six months, for unbecoming conduct.

SPECIAL NOTICES.—Locomotive Engineers throughout the Continent, who are desirous of forming Sub-divisions of the B. of L. E., to act in concert with those already organized, are invited to communicate with CHARLES WILSON, C. G. E.
or S. R. MUDGE, F. G. A. E.
Address box 1022, Rochester, N. .Y

DIVISION No. 40, PORTLAND ME.—Meets every alternate Wednesday and Thursday evenings, corner Middle and Plumb sts., over First National Bank.
H. B. Wing, C. E.
G. H. Saville, F. A. E.

We wish the readers of the MONTHLY JOURNAL to understand that, in publishing communications, we do not hold ourselves responsible for the opinions of our correspondents.

DIVISION No. 3, MICHIGAN CITY, IND.–Meets every Saturday evening, third story, Sherman's block, room No. 9, corner of Franklin and Michigan streets, Brothers in good standing give us a call.
F. C. RICHARDSON, C. E.
G. W. IRWIN, FA. E.

DIV. No. 5, NORWALK, O.—Meets first and third Saturday evenings in each month, in Engineer's Hall, Latimer's block, corner of Main street and Railroad Avenue.
ALBERT COLSTON, C. E.
CHARLES STEELE, F. A. E.

DIVISION No. 7, LAFAYETTE, IND.—Meets every Saturday evening, at Reynolds Block, Stone Front, on Main s reet.
A. R. SPAULDING, C. E.
F. HUBLY, F. A. E.
P. O. Box 431.

DIV. No. 10, CHICAGO, ILL.—Meets every Saturday evening, Morrison's block, 155 South Clark street, room No. 10. Brothers in good standing are requested to correspond and meet with us.
J. C. PARKER, C. E.
MARK BARNEY, F. A. E.
G. J. Benjamin, Corresponding and Financial Secretary, 1615 State street.

DIV. NO. 12, FORT WAYNE, IND.—Meets every Saturday evening, 3d floor, Baker's block, Clinton streeet, between Columbia and Main streets.
CLARK SNIDER, C. E.
H. C. BRUSH, F. A. E.

DIVISION No. 14, UTICA, NEW YORK.—Meets every Monday evening, at Brotherhood Hall, over No. 9, Broad street, 3d floor. Members of other Divisions are respectfully invited to attend
J. D. MOSHIER, C. E.
M. J. CARROL, F. A. E.
M. RICKARD, Cor. Sec.

DIVISION NO. 15, BUFFALO, New York—Meets every Wednesday evening, Daniels Block, Wich street. Members in good standing are respectfully invited to attend. GEORGE SEABROOK, C. E.
P. O. Box, 2143. L. B. SKINNER, F. A. E.

DIVISION No. 16, GALLION, OHIO.—Meets every Saturday evening in Spoonhouse's Block, corner of Main and South Streets. Members of the Order in good standing are respectfully invited to attend.
JERRY WIMPLE, C. E.
GEO. DUSENBURY, F. A. E.

DIVISION 17, ALLEGHENY CITY, PA.—Meets every Wednesday evening at half-past 7 o'clock, in Odd Fellows' Hall, north end of hall, and Spears', plow makers, Beaver street, Manchester, Allegheny, Penn.
ROBT. CHISHOLM, C. E.
EDWARD MALONE, F. A. E.
Lock Box 113, Allegheny City, Pa.

DIVISION NO. 18, ROCHESTER, N. Y.—Meets every Saturday evening in Flint's block, 4th floor, corner of State street and N. Y. C. R. R.
AMOS GOULD, C. E.
R. M. CHAPMAN, F. A. E.
CHAS. THOMAS, Cor. Sec.

DIVISION NO. 19, BLOOMINGTON, ILL—Meets first and third Saturday evenings of each month, at Engineers' Hall, corner Main and Jefferson sts.
WM. ERNING, C, E.
STEPHEN AKERS, F. A. E.

RICHMOND DIV. No. 20, LOGANSPORT, IND.—Meets every Sunday, in Tipton Hall, Fourth street, at 2 o'clock p. m.
G. M. BENNETT; C. E.
ROBERT JOHN, F. A. E.
C. A. FRANCISCO, Cor. Sec.
} Richmond, Ind.

DIV. No. 23, SPRINGFIELD, Ill.—Meets eveay Friday and Saturday alternately, west side Public square.
G. H. HOUGH, F. a. e.
J. W. HALE, c. c.

DIVISION No. 24, CENTRAILA, ILL.—Meets every Saturday evening, in Odd Fellows Hall. All worthy brothers are cordially invited to meet with us.
E. P. PHELPS, C. E.
M. VAN PATTEN, F. A. E.

DIV. No. 25, TERRE HAUTE, IND.—Meets every Saturday evening, Engineers' Hall, corner Main and Third streets.
W. F. MORGAN, C. E.
R. H. NICHOLSON, F. A. E.
Box 232. A J SHEIBURNE, Cor. Sec.

DIVISION NO. 27 BROOKFIELD MO—Meets first rdd third Wednesday, and second and fourth Thursdays of each month, in Roberts Bnilbing, second floor Main street. J. N. WILBER, C. E.
P. O. Address, Box 90. J. R. MYERS, F. A. E.

DIVISION No. 28, DAYTON, OHIO.—Meets alternate Saturday evenings, in their hall, Dickey's new building, corner of Ludlow and Sixth st eets.
CHARLES FELLOWS, C. E.
W. L. WRIGHT, F. A. E.

DIVISION NO. 29, BROOKFIELD, Mo.—Meets every alternate Wednesday, 3d floor, corner of Main and Bird streets. Members of the Fraternity, in good standing, are invited to atlend.
J. L. WILBER, C. E.
Address Box 8. HORACE ALEXANDER, F. A.E.

DIV. NO. 30, PHILLIPSBURG, N. J.—Meets first and third Friday, and second and fourth Saturday, at B. D. R. R. depot, fourth story.
CALEB KITTELL, F. A. E.
T. D. VOORHEES, C. E.
Address box 259, Easton, Pa.

DIVISION No. 31, CLEVELAND, OHIO.—Meets first and third Saturday evenings, in each month, at Temperance Hall, 184 Superior street.
T. B. CUYLER, F. A. E., C. & P. R R. Shops,
Cleveland, Ohio.

DIV. No. 32, AURORA, ILL.—Meets every Saturday evening, at No. 21, Broadway.
W DEMPSTER, C. E.
Box 440. EW'D KUCHENE, F. A E

DIV. NO. 33, NASHVILLE, TENN —Meets every first and third Sunday, in each month, at 10 o'clock A. M., in Engineers' Hall, fourth floor of Union and American Block, cir. Cherry, and Church sts., opposite the Maxwell House, Visiting brothers always welcome. R. F. HAMILTON, C, E.
Address H. C. SHEETZ, F. A. E. Lock box 66.

DIV. NO. 34, CINCINNATI, O.—Meets first Thursday and third Fridays of each month, in Temperance Hall, 17th Ward.
JOHN S. WILSON, C. E. 1188 Front St., Cin., Ohio.
A. F. WEBB, F. A. E., Columbns, Ohio

DIVISION No. 37, LITCHFIELD, ILL.—Meets first and third Sunday of each month, at Engineers' Hall, corner of Illinois Avenue and Plank Road.
HENRY JACKSON, C E.,
WALTER MCFARLAND, F. A. E.

DIV.No. 38, MARTINSBURG, W. VA.—Meets every Wednesday evening, in Boaman's Hall, Queen street, next door to the National Bank of Martinsburg. All members of the Brosherhood in good standing are respectfully inviled to meet with us.
JACOB TRAM, C. E,
J. D. COPENHAMMER, F. A. E.
GRAFTON DARBY, Cor. Sec.

DIV. No. 39, SEYMCUR, IND.—Meets first and third Friday and second and fourth Saturday evenings of each month. Visiting brothers cordially invited.
ISAAC APGAR, C. E.
Box 261 RICHARD GOODELL, F. A. E.

DIV. No. 42, CARONDELET, MO.—Meets second and fourth Saturday evenings of each month.
JOHN C. THORPE, C. E.
BERNARD SMITH, F. A. E.

DIVISION No 44, ALTOONA, PA.—Meets the second and last Saturday evenings of the month, in Patton's Hall, Virginia street.
JOSEPH BROWNE, C. E.
J. K. RUSSELL, F. A. E.
Address J. K. Russell, Tyrone, Penn.

DIVISION NO. 45, WEST PHILADELPHIA, PA.—Meets alternate Sundays, commencing February 17th, at 37 and Green street.
W. R. IRWIN, F. A. E

DIVISON 46, ALBANY, N. Y.—Meets every Monday evening, at their Hall, No. 51, Jackson st.
P. M. ARTHUR, C. E.
WM. C. MANNING, F. A. E

DIVISION 47, HORNELLSVILLE, N. Y.—Meets Wednesday and Thursday evenings of each week alternately, at Engineers' Hall, corner Main and Church streets.
E. I. GILBERT, C. E.
CHAS, B. WILLOR, F. A. E.

DIVISION No. 48, St. Louis, MO.—Meets first and third Saturday evenings of each month, Summit Avenue, between Cooper street and Chouteau Avenue, Pacific R. R. Shop. FRANK LEWIS, F. A. E.

DIVISION No. 50, PITTSBURGH, PA.—Meets every Sunday afternoon, at 2 p. m., Odd Fellows Hall, Penn street, Fifth Ward
JACOB WEIDMAN, C. E., 948 Penn street.
HUGH JOHNSON, F. A. E. No. 8 Alleghany, st. 9th Ward

DIV. NO. 51, PHILADELPHIA, PA.—Meets January 12th and 26th, February 9th and 23d, March 9th and 23d, April 9th and 20th, May 4th and 18th, June 1st, 15th and 29th, July 13th and 27th, August 10th and 24th, September 7th and 21st, October 5th and 19th, November 2d, 16th and 30th, December 7th and 21st, in Franklin Hose Co.'s Hall, corner of Bread and Fitzwater streets.
L. D. TUFTS, F. A. E.
Address box 1,017, Clemont street.

DIV. No. 53, JERSEY CITY, N. J.—Meets first and third Friday evenings of each month, Odd Fellows' Hall, 49 Montgomery street.

JAMES R. SMITH, C. E.
ALEXANDER JACOBUS, F. A. E.

DIV. No. 54, PORT JERVIS, N. J.—Meets Monday and Saturday evening, alternately, at Engineers' Hall, corner of Front and Sussex streets.

FRANK ABBOTT, C. E.
J. W. COOKSON, F. A. E.

DIV. No. 55, GRAFTON, W. VA.—Meets every Friday and Saturday evening alternately, at Jenkins' Hall, on Front street.

WILLIAM PENN, C. E., Parkersburg. W. Va.
G. H. SPANGLER, F. A. E., Grafton, " "

DIV. NO. 56, KEOKUK, IOWA.—Meets the second and fourth Saturday evenings of each month, in Patterson's block, Johnson street, between Second and Third.

S. W. WAKEFIELD, C. E. Boxes 550 and 120.

DIV. No. 57, PROVIDENCE, R. I.—Meets first Monday and third Thursday evenings, of each month, on third floor, of 62 Wayboffet street. Members in good standing are ressctfully invited to meet with us.

E. C. HULL, C. E.
BENJ. HASKELL, F. A. E.

Address 89 Sheldon Street.

DIVISION No. 58, KINGSTON, PA.—Meets first Monday and third Tuesday evenings, at Masonic Hall.

LUTE WELCH, Box 92,

DIVISION No. 59, GREENBUSH, N. Y.—Meets first and third Wednesdays of each month, Odd Fellows' Hall, corner of Ferry and Broadway sts. Visiting Brothers are invited to meet with us.

W. H. LEWIS, C. E. Box 66.

DIVISION No. 60, ROCK ISLAND, ILL.—Meets first Saturday and third Friday of each month, at their Hall, in the passenger depot, Davenport Iowa, at 6 p. m.

JOHN L. RAMSEY, C. E.
J. E. MORREL, F. A. E.

P. O. Box 483.

DIVISION No 62, GALESBURG, ILL.—Meets in Odd Fellows Hall, every Saturday evening, at 7 p m.

S R CLARK, C E.
JAS C NASH, F A E.

DIVISION No. 65, CHILLICOTHE, OHIO.—Meets every Friday and Saturday alternately.

F. C. WASHBURNE, C. E.
W. M. BALL, F. A. E.

Box 483.

DIVISION No 67. DUNKIRK, NEW YORK.—Meet at their hall, in the Erie Railway Building, on Front street, Dunkirk, N Y, every alternate Saturday evening. commencing Feb. 1st, 1868. Brothers from other divisions are cordially invited to visit and correspond.

A. N. Judd, C. E.
John Foss, F. A. E.

DIVISION No. 69, ATLANTA, GA.—Meets every Friday evening, at 3 p. m., in No. 1 Fire Company's Hall on Broad street,

J. J. ADCOCK, C. E.
F. M. BERRY, F. A. E

P. O. Box 92

PENN TREATY DIVISION No. 71.—Meets in Union League Hall, Frankford Road and York street, Kensington, Philadelphia, on the named dates: Jan. 7th, 12th, 21st, and 26; Feb. 4th, 9th, 18th, and 23d; March 3d, 8th, 17th, 22d, and 31st; April 5th, 14th, 19th, and 28th; May 3d, 12th, 17th, 26th, and 31; June 9th, 14th, 23d, and 28th; July 7th, 12th, 21st, and 26th; August 4th, 9th, 18th, and 28th; September 1st, 6th; 15th, 20th, and 29th, October 4th, 13th, 18th, and 27th; November 1st; 10th, 15th, 24th, and 29th; December 8th, 13th, 22d, and 27th. The members of the fraternity are cordially invited to meet with us.

George Argue, C. E.
Daniel H. Fowler, F. A. E.

DIV. No. 73, MADISON. WIS.—Meets first Wednesday and third Saturday of each month, in Odd Fellows' Hall. Members in good standing are respectfully invited to attend.

J. H. WHITNEY. C. E.
S. C. BOUTWERL F. A. E.

Address box 250.

DIVISION No. 74, HARRISBURG, PA.—Meets in College Block, Third street, between Market and Walnut, every Sunday at 7 a. m.

J. A. SPONSLER, C. E.
E. N. JONES, F. A. E.

P. O. Box 160

DIV. No. 75, READING PA.—Meets every Saturday evening, corner of Seventh and Penn streets, at 8 o'clock, p. m. Brothers give us a call; we are always on time. All communications addressed to W. R. Lewis, Box 501.

W. C. KEFFER, F. A. E.

DIVISION No 78, LOUISVILLE, KY.—Meets every Wednesday evening, at Robinson Hall, Eighth street, near Jefferson, at 7.30 p m.

J A SANFORD, C E.
A R ELLIOTT, F A E,

DIV. No. 81, WYANDOTTE, KANSAS.—Meets second and fourth Saturday evenings of each month, in Sons of Temperance Hall, Nebraska Avenue, McGrewe's Block, between Second and Third streets.

L. H. WAUGH, F. A. E.

P. O. Box, 152. Lawrence, Kansas;

DIVISION No. 82, URICHVILLE, OHIO.—Meets every Wednesday evening at Boveg's Hall, between Front and Main, on Third Street.

C. A. HUNT, C. E.
GEORGE MCMULLEN, F. A. E.

DIVISION No. 84, RURLAND, VERMONT.—Meets on the first and third Tuesdays of each month at old Masonic Hall, Merchants' Exchange, at 8 p. m. Members of the fraternity in good standing are cordially invited to meet with us.

Z. B. Davis, C. E., Troy N. Y.
H. S. Lee, F. A. E. Rutland, Vt.

Division address, Box 177, Rutland, Vt.

DIVISION No. 87, TROY, NEW YORK.—Meets every first and third Wednesday, at Druid's Hall, 333 River street. Visiting brothers are respectfully invited to attend.

S. F. GREGORY C. E.
JOHN E. FATTELL, F. A. E.

P. O. Box 168.

DIVISION No. 92, PEORIA, ILL.—Meets first and and third Saturday evenings, of each month, at the Good Templar's Hall, corner of Adam's and Main sts. Members in good standing are respectfully invited to meet with us.

H. H. BRADIE, C. E.
C. L. BURLINGAME, F. A. E.

J. M. BROWN,

MANUFACTURER OF

Spring Steam Gauges,

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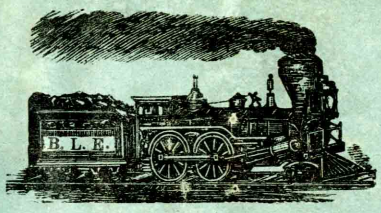
BROTHERHOOD OF LOCOMOTIVE ENGINEERS'

MONTHLY JOURNAL,



DEVOTED TO THE INTERESTS OF THE LOCOMOTIVE DEPARTMENT OF RAILROADS.

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THE
LOCOMOTIVE ENGINEERS'
MONTHLY JOURNAL.

VOL. 2. AUGUST, 1868. No. 8.

THE CAUSE OF STEAM BOILER EXPLOSIONS---THE BOWERY ACCIDENT.

One thing can be said of the verdict of the coroners jury on the bodies of those killed by the recent explosion of a steam fire engine in this city, which cannot be said of all similar investigations. Much common sense was exercised by the jurors, and some intelligence. As usual in so-called investigations, there were froth, foam, intelligence, brought before them, with a modicum of reason and educated intellect. The facts, aided by the statements of engineers, seem, in this case, to have had some weight with the jury. We only wish their verdict could have more completely covered the ground.

Just here we wish to notice some of the nonsense which our journals published in relation to those occurrences; evidently written by anybody but a practical engineer. In this case one published statement was that the "steam gage was corroded;" another that the "tubes leaked;" another that only "sixty pounds pressure was on the boiler at the time of the explosion," and still another that the machine was a "perfect powder magazine." All such talk is not only sheer nonsense, viewed from a professional standpoint, but it is really wicked, misleading old engineers and puzzling young mechanics. Not less to be deplored is the conflicting statements of men who should know whereof they affirm—not their opinions, but the results of their inevstigations. While one states that the rupture was caused or aided by a crack in the sheet, another says the sheet was perfectly sound.—While one declares that the soot was burned off more than one half the fire-box, another knows there was no over heating of the iron. All this is nonsense and there is more of the same sort shown in the reports of the testimony given before the jury.

The corrosion of the steam gauge will strike our engineers as a new thing; that the leakage of tubes could produce an explosion will also interest them; that a boiler of the build of that which blew up could be even ruptured by a pressure of sixty pounds will amuse them, and that one of the Amoskeag fire en-

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gines is a perfect powder magazine, under any circumstance would be believed only by those who have no knowledge of the excellence of material and perfection of work used and turned out by that concern.

In reviewing the testimony we cannot forbear a tribute to the straightforward and manly evidence produced by Mess. Coffee and Powers. The formor is well known as a competent engineer of large experience; the latter appears to be a thorough mechanic. No attempt has been made to impeach the testimony of either of these gentlemen. Both agree that the disaster was caused by an over pressure of steam, which a personal examination of the exploded boiler enables us to confirm.

The testimony of Mr. Bean, the superintendent of the Amoskeag works, Manchester, N. H., is somewhat of a curiosity to correctly report in the daily papers. He says the boiler was braced from five to seven inches apart. Now if seven inches—area of forty-nine square inches—were sufficient, why put braces five inches apart leaving an area of twenty-five inches? But on an examination of the boiler we found a place on each side of the fire-box that had nothing but "blind" stays in a space of eleven by eight inches, exposing a large space of three-sixteenths iron without a support. In one of these places the rupture occurred. We cannot but think he is mistaken in saying that both the shells were of the same thickness. On our examination we thought the inner skin of the water leg was three-sixteenths, and the shell one-quarter, large. If Mr. Bean is correct then there may be some reason in Mr. Norman Wiard's statement that the shell was the weaker part of the boiler, a statement we take, however, cum grano salis.

To return to Mr. Bean; he says: "from the general appearance of the boiler I think the top part of the fire box and flues must have been nearly red hot." What reason has he for this statement? The morning after the explosion there was no reliable evidence of over heating or burning. The clinches or rivitings of the lower ends of the tubes had not started, the tube sheet bore a coat of soot, and the edges of the ruptured sheet were bright, which could not have been, had they been exposed to 400 ° of temperature.

Our conclusions are that the sheet that gave way was too thin to be stayed with screw stays; that the space between stays—eighty-eight square inches—was too great, and that the cause assigned by the coroner's jury for the explosion—over pressure of steam—is the correct one.

We cannot but suggest to the builders of these upright tubuler boilers the insertion of a less number of tubes, giving more water space. It must be difficult to keep a sufficient quantity of water in a boiler built as this one was; probable but for the jarring and shaking of these machines while working, the flue plate and sheet surrounding the fire box would sometimes be bare.—Scientific American.

Lowell, July 1868.

Mr. S. R. Mudge:

Having looked a long time in vain for a communication from Division 61, I have at last tired, and taken the quill in my own hand to speak for them. I am the wife of an engineer of this Division, and as such, I am interested in all that pertains to the Brotherhood. Division 61, as all may not know, is located in the "hub" of the Universe, Boston, which is a lively place as all may know who have ever been fortunate enough to partake of its hospitalities.

It is composed of competent men, who should have spoken for themselves long ago, but I fear they lack confidence, and thinking that perhaps a word from a wife might stimulate a husband, I have undertaken to "break the ice." As a class of men, I am glad to see them striving for a standard that will place them below no one; and if they take that standard according to the responsibility of their occupation, they can aspire no higher. Engineers as a class, I think, often put too light an estimate on their positions; they are apt to think those in power put more trust in some one else on the train, and so forget the care lies mostly with themselves. I would be glad to know that they all look for guidance and safety to the Great Engineer who holds the reigns of the Universe in his hands, and at all times and in all places be not ashamed to own His loving kindness and tender mercy over them, and as a wife, I earnestly desire to see them acceeding, what of prosperity they receive in this world, to Him who said that not a sparrow falleth to the ground without His notice; and for their advancement in all that is good and noble, I humbly pray. This Division has had many sad instances of the uncertainty of life during the past year, which I think has been the means of leading many to the more careful fulfillment of their duties, and a more earnest desire to be better men. If you think this worthy of a place in your pages, I may be tempted to again pen you a few lines, unless this should arouse the Brethren so there will be no sight for me, which I hope may be the case.

Bay State.

Locomotive Engineers' Insurance Association.

In perusing the June number of the Journal, I was much pleased with the improvement made in the matter that fills its pages. Compared with former numbers, I think there is still a wide margin left for useful improvement, more particularly in regard to subjects.

If our Brothers could be induced to write some practical articles on the best constructed engines, for particular work, and mode of running the same, with suggestions in regard to learning in full, and in short, every branch of the business connected with the running of trains; and the repairs of the machinery used for that purpose. This subject interests all, and particularly the young engineer.

The status of Locomotive Engineers is yet quite too low, and the Journal affords a channel that should be used to elevate and advance the interests and ability of Locomotive Engineers.

I noticed several communications in the June number, referring to a former article of mine which appeared in the April number signed "Critic." I do not desire to find any fault with these communications in the main, as I believe they reflect the honest sentiments

of their authors, yet there are several points which I think are in bad taste.

I will endeavor to point them out in my feeble way, and as my time is limited in matters of this kind, I shall refer to the different articles as they may occur to my mind as I proceed—not having the time to answer each one separate.

First, I will say that my former article of April, was dictated by the purest of motives, and, notwithstanding I am accused of making a personal attack on Brother Abbott, and of passing over matters in previous acts connected with the Brotherhood, that if criticized, would have made the results different, yet in all kindness to Brother Abbott, I must say that he is entirely mistaken in his man this time.

To prove that no unwarrantable personalities are referred to in my former communication, I must earnestly request every reader of the Journal to turn back to the April number, and carefully read the article referred to by Brother A., as being chiefly aimed at him, and then decide if any improper reference or disrespectful word has been uttered in regard to Brother Abbott, or any one else.

The insinuation made that some previous acts of the Brotherhood would not bear criticism is unjust, without the writer explains what these acts are, and thereby lets the responsibility rest where it belongs. Now he implicates all that have had management in our affairs; if all are guilty, let them suffer; but I beg that no distrust will be created without some foundation, at the same time if any thing is going wrong, it is the Brother's duty to make his charges in writing, but until this is done, he is bound to recognize "critic" as a member in good standing.

The terms used in referring to this insurance plan, is in these words: "Insurance Project as Proposed by Brother Abbott and his 'Associates.'" In one or two other places, Brother Abbott's name is mentioned, but only as a means of distinguishing the plan as proposed to the Brotherhood. I was fully aware that Brother Abbott was not entitled to the "honor" of being the author of this plan, as I had seen a printed copy of By-Laws almost identical with those adopted by the Engineers Insurance Association a long time before anything was heard of the present organization.

If it proves to be what its friends claim for it, he need not be ashamed to father a project that promises so much to all connected with it. I only mention this to afford Brother Abbott the opportunity to point out where I say that he was the "originator" of this Insurance plan. It is a bad policy to make assertions that are not warranted by the evidence.

Brother Abbott disposes of my arguments easily by smelling a "mouse." He thinks I labored hard in the production of my article. I admit that I did, and I further admit that I have not had the advantages of some of my more favored Brothers. I have always been poor and obliged to work for a living, and have had but limited advantages of schooling, and I confess that I am obliged to labor hard to produce a readable article on any subject, yet I am trying to do the best I can with my single "talent," and I beg the indulgence of my more favored Brother, hoping that with proper effort

I may yet attain to that proficiency that I can make myself understood without moving the mountains or disturbing the "mice."

I regret that my Brother, who can write without "laboring hard," cannot find time to answer a few "fallacious" arguments. With his ability it would take only a few words to utterly annihalate all that his hard-laboring friend "critic" could say.

I have stated my objections to this Insurance plan in my former article, and as yet I have not seen them answered. I do not propose to go over the whole ground again, but first to say a word in reply to some points raised by my Brothers.

Brother J. C. P. thinks the plan equitable because there is not over ten per cent. of old men employed. If there is only one, the inequality is the same, but not to that extent. He further states that about fifteen years is as long as a man's constitution will stand to run a locomotive engine; if this is true, what will become of the vast numbers of our Brother's families? He has worked his fifteen years, and struggled through hardships and toils, but has not been able to save any money. At the end of this time they are disabled, and perhaps discharged; now the question arises, what advantage has this Engineer's Insurance been to them; they have paid all assessments for fifteen years, and now failing to pay one, through inability, their names are stricken from the books. No Life Insurance Company will give them a policy with their ruined constitution, and if they would, it would avail nothing, for the reason that they have no money to pay for any kind of insurance. Now it looks much the wiser plan to me for a Brother to get insured in some reliable company, and if he is fortunate enough to live and have the means of paying for fifteen years, he then will have a paid up policy that no adverse circumstances can take from him.

There is scarcely a Life Insurance Company doing business at present but what gives a paid up policy for the full amount paid after two yearly payments have been made. This feature guarantees the full benefit of all we are able to pay while we have health, and it is not in the power of any official to strike our names from the books on account of our misfortune in being unable to pay.

Another feature I wish to mention here is, all restrictions are removed as to residence or travel by some of our best companies; you can go to "New Orleans or Omaha, or where you please."

Brother J. C. P. don't want any calculations made from tables, &c. I do not know of any other basis to work from, and in regard to running thirty-one years, I had supposed that the intention of a Life Insurance was for during life, whether it had lasted one year or a hundred. If Brother J. C. P. intends to have a retired list, then let him say so. The trouble with his plan is, that it won't work in old age when it is most needed. It may do very well in middle age when we have health and ability to pay. I ask him and his confederates in the attack on "critic," to state what the cost will be for a member in their association, providing they have four thousand members, and the members live thirty-one years, paying his dollar each for every one that dies.

Brother J. C. P.. wants to know what is to hinder us from investing our own money. I answer, simply because we have none to invest. Take an engineer with a large family to support, and working for ordinary wages, if he pays twenty-five dollars per year for a life insurance, it is a severe tax upon his scanty income. How is he to invest money to obtain this twenty-five dollars; and here comes the great advantage of securing the benefit of all that is paid. If a number of a thousand pay their twenty-five dollars each, into a common treasury, the income from that will furnish means to assist a part of those thousand men as they may need its benefits, others taking the places of those that pass off the stage of action, afford by their contributions, further means to perpetuate the relief of the destitute families as they may need it. One word in regard to this percentage question. The observations made during the last ten years by our Brothers, I presume included only those in actual employment.—This would not afford any test to base any calculation on. I take it for granted that this insurance plan is intended for life. At the present time we have about 5,000 members in the Brotherhood, the average age being thirty-five at this time, ten years from this time, the average age will be over forty, and so on until we arrive at the highest point, which will probably be between fifty and sixty. I make this calculation with the understanding that we shall be continually admitting new members, and that the Insurance Association will retain all so long as they maintain their membership in the Brotherhood.

With these facts before him will our Brother undertake to say that the loss will be less than two per cent. per year, that is for any number of years? The loss is simply what you propose to pay each family, if you have one thousand members, and pay one dollar each at the death of every member, you will pay 1,000.00, as no resources exist except your pockets.

Brother Abbott says that unless "critic" "can show us a company that insures less than cost &c." Now I most respectfully refer him to every Life Insurance Company in existence to satisfy him that they propose to insure less than actual cost.

Some of my immediate associates are insured with endowment policies which propose to take the risks about as follows: age 30 years, ten yearly payments of $75,00, secures $2,000,00 at the end of that time, or at death, if the person should die sooner. Many other companies will guarantee a paid up policy, by paying a moderate sum yearly for about sixteen years. The whole amount not approximating anything near the amount insured and with the additional guarantee that you shall have a paid up policy for all the money you have paid after two annual payments have been made.

I desire to mention that there are several desirable companies that make no extra charge for locomotive engineers, but I fear that after they see Brother J. C. P.'s statement, that the constitutions of locomotive engineers are ruined in fifteen years—that they will return to their old practices.

The Brotherhood has lengthened the lives of locomotive engineers, and if its precepts are strictly followed, it will still further add health and longeivity to its many other blessings.

I assure Brother Abbott that I am not discouraged by his ridicule at my efforts to discover some mode of cheap Life Insurance, that can be conducted on equitable principles and without any capital. I make no pretentions only as an humble individual, but I hope the Brother will allow me to try and discover some merits in the "cheap plan" he advocates to run without "capital," and then turns upon himself and says that this achievement would be far beyond the philosophers stone, or perpetual motion.

If I can understand anything, it is, that the friends of this engineer's Insurance plan claim as its greatest merits, that it is a "cheap" mode of insurance, and that it can be run without any "capital."

In conclusion, I utterly disclaim any unkind personal feelings towards any Brother in regard to this insurance project. I claim that what I wrote was in respectful language, and I assure my Brothers that it was the honest sentiment of my heart. I have no motives except the good of the order. If any choose to obligate themselves to give a certain sum to all the destitute families of our deceased Brothers, I am ready to give my share. But I am not willing to give to those that are in better circumstances than I am. Neither am I willing to influence my Brothers to adopt a measure that in my judgement will be of no benefi to them, or those dependent upon them, when they most need it.

In my first article I undertook to show the cost of this mutual plan, and then compare it with other modes of insurance.

I now respectfully ask my Brothers that do not agree with my calculations to point out the errors, if by any possibility they can find the time or material to do so.

I will most humbly beg pardon for my presumption, upon being shown my error. But all the belittleing of my ability, or ridicule of my positions, will not convince me, or any one else, of an error.

What has been written on this subject is on record. Time will determine the right; until that time arrives do not let us quarrel over unimportant matters, but each use his best endeavors to promote the interest and welfare of our noble Brotherhood.

"CRITIC."

ROCHESTER, July 19th, 1868.

BROTHER MUDGE:

DEAR SIR:—I notice in the Journal of June that several contributors are paying their compliments to Brother "Critic" of Division No. 18 in reference to his opposition to the insurance association of which Brother F. Abbott is Secretary. It is not my purpose to defend Critic in his argument, my opinion is, he needs no assistance, as yet, his opponents do not hurt his reasoning in a single point. Leaving Critic to defend his position, I have to express my regret that there is an opinion which Brother "Quaker" asserts, has become general, which is derogatory to the high estimation in which Division 18 is confident she was held by

her sister Divisions. It cannot be that the advocates of the engineers insurance look on Critic's article as a document emenating from Division No. 18. It is true, the Division as a body, have not joined the aforesaid association, and it is equally as true that they knew nothing of Critic's article until it appeared in the Journal, and of course, the Division is not responsible for any article not having the seal of the Division attached thereto. Why then should Brother Quaker be forced to believe that the general opinion was the Division did not approve of the plan, simply because it did not originate with its members. I trust that Brother Quaker is entirely mistaken in that expression, in fact, he is about the only one who entertains any such sentiments. I am sure Division No. 18 has always met every emergency promptly and honorably, and will continue so to do as long as she retains her charter. Why then should there exist an opinion derogatory to her high standing as a Sub-Division. Brother Quaker is probably a member of the Insurance Association, so can any member in good standing be in Division No. 18, if he is so disposed, the Division will not seek to disuade him, I will guarantee. Brothers, our Corstitution wisely prohibits any discussion on either religion or political subjects, and I argue that all members should wisely refrain from casting any reflections on any Division on account of what may appear over the signature of any individual member.

If that principle is impressed firmly on the minds of all, it will create harmony; whereas, if Brothers hold Divisions responsible for the expressions of members, discord must certainly follow. I am but one of the one hundred and fifty of which our Division is composed, but I cannot consent to see our Division misrepresented. I presume the members of the Brotherhood throughout the land are all anxious to provide for those dependent on them, which they can hardly do while we are all united, take my word for it, we shall stand a poorer chance when discord enters our ranks. One word to "Crosshead," and I will close. "Crosshead" says he can set his own packing. I am willing to certify that that is a veritable truth, for I have seen several practical illustrations of the aforesaid fact, where "Crosshead" broke into and set the packing so far out that the cylinder-head did not stop it, and it was a damaging operation for the Bumper beam to do so.

With the fervent wish that our cause may ever prosper, I remain your friend and brother, L. E.

GEO. COLBURN.

READING, June, 1868.

BROTHER MUDGE:

DEAR SIR:—I have seen several communications in the Journal giving discriptions of locomotives on different railroads. therefore I will send you plates and descriptions of one class, an Anthracite Coal Burning Passenger Engine, built at the works of the Philadelphia & Reading Railroad, at Reading, Penn. Number of wheels, 8; number truck wheels, solid cast steel, 4; number of drivers, 4; total weight of engine 56,448 pounds; weight on drivers, 33,264 pounds; diameter of drivers, 67½ inches; diameter of truck wheels, 30 inches; diameter of boiler 40 inches; length of fire box inside, 84 inches; width of fire box inside, 42 inches; number of tubes, 170; length of tubes, 11 feet 5 inches out side; diameter of 160 tubes, 1¾ inches out side; diameter 10 tubes 1½ inches; diameter of cylinder, 15 inches; stroke of piston, 20 inches; steam ports, 1¼ inch by 17 inches; exhaust ports, 3¼ inch by 17 inches; lap of valve ⅞ inch. Total heating surface, 945 square feet; exhaust variable, 6 square inch to 18 square inches; wheel base, 20 feet 3 inches; extreme length of engine, 25 feet 6 inches; extreme width of engine, 8 feet; height from rail to top of stack, 13 feet 10 inches; guage of wheels, 4 feet 8½ inches; engine provided with 2 inch water tubes for grate-bar—Bristol's Patent Roller Valves, worked with shifting links.

Anthracite Coal Burning Pushing Engine for mountain use of grades, from 180 to 190 feet to the mile, built at the works of the Philadelphia & Reading Rail Road, at Reading Pa. Number of wheels, 10; number of drivers, 10; total weight of engine, 8,500,50 pounds; weight on drivers, 8,500,50 pounds; diameter of wheels, 43 inches; diameter of boiler, 84 inches; length of fire box, inside, 118 inches; width of fire box inside, 41¾ inches; number of tubes, 174; length of tubes, 13 feet 6 inches outside; diameter of tubes, 2 inches; diamater of cylinder, 20 inches; stroke of piston, 26 inches; steam ports, 1⅝ inch by 17 inches; exhaust ports 3½ inch by 17 inches; lap of valve, ¾ inch. Total heating surface, 1,428 square feet; exhaust variable, 10 square inch to 23¾ square inches; wheel base 15 feet 8 inches; extreme length of engine, 32 feet; extreme width of engine, 8 feet 6 inches; height from rail to top of stack, 14 feet; gauge of wheels, 4 feet 8½ inches; engine is provided with 2 inch water tubes for grate bars—Bristol's Patent Roller Valves, worked with shifting links.

Yours fraternally,

E. G. STEFFEE,

No. 743, Chesnut Street, Reading, Pa.

AURORA, ILL., July, 1868.

MESSRS. WILSON AND MUDGE:

Having just finished the pursual of your Journal, I feel that words can but poorly express the heart felt gratitude we owe you, that so worthy a publication as your Journal is in circulation, o'er our land; reformation and elevation seems the one grand object, and we look around to see its fast progress. Look but a few years back, if the railroad man was wanted where was he to be found, (in nine cases out of ten,) in the grog shop; now, they are either at home enjoying the society of the family circle, or in some place of business storing their mind with useful knowledge. In times past the railroad men as a class, have been looked down upon. Why! was it the occupation that disgraced the man; or the man that disgraced the occupation? But these times we believe are fast being buried with the past. How necessary it is, that he to whom the safety of so many lives, depend upon the faithful discharge of his many duties, that he should venture forth on his journey with steady brain and nerve. You need not wonder that I feel so deep an interest in railroad men in general, when I tell you that those whom I most cherish on earth, follow that business for a living. My father and brothers are engineers and my husband is a conductor. Now a few more words and I shall have

finshed. I saw an article in your April number of the Journal written by "Nellie," saying that so few of our railroad men were seen entering the house of Divine Worship on the Sabbath day, which I regret to say, is in many cases too true, but in that respect allow me to say a few words in favor of Aurora Division No. 32, who nearly all are punctual attendants of the house of God, and some, we have every reason to believe are true followers of the Savior, choose him as their guide, for the time will surely come, that we shall all need an arm none less stronger than his to lean upon, and let us all, wives, daughters and sisters, thank our Lord and Savior day by day for the watchful guidance and safe keeping of our loved ones,

When the heart with grief is burdened,
And the world looks dark and drear,
Then how sweet the voice, our Savior,
To light our pathways with its cheer.

When dark shadows round us gather,
And our souls are low depressed,
O! how sweet the Savior's whisper,
To our aching, throbbing breast.

When we're helpless, left to wander,
Through this weary sin stained life,
The Savior's love, words, how cheering,
From our hearts will banish strife.

When to earth depressed by sorrow,
The last ray of hope seems gone,
Then how sweet to aching bosoms,
Is the Savior true and strong.

O! how sad upon the earth-land
Would we mortals pass our hours,
If thy charming voice, our Savior
Ne'er should sooth us with its power.

"VINA."

ROCHESTER, July 12th, 1868.

MESSRS. WILSON & MUDGE:

If you can possibly find space in your valuable Journal, and should consider this article worthy, you will confer an everlasting favor upon the undersigned, by publishing it.

TO MY FRIEND KEHOE.

Time comes and goes, and then passes on to eternity. Years roll swiftly by, leaving nothing behind them but a track of their former devastation and glory. And thus is the life of man. It is like a dream breaking upon this vain and fleeting earth, and existing for a short time, and then passes into eternity, leaving nothing behind it but a mere speck to show of its having played its part in the worlds great drama. But pleasant remembrances exist in the minds and hearts of their friends left to mourn the departed. Friendship is formed between kindred hearts upon the earth, but that soon is broken, either by death's severing tie, or a removal from one part of this earth to the other, or a seperation in the business affairs of life. Although my esteemed friend, we have seperated from each other's company, to make other friends, yet the remembrance of those happy hours which I passed in your society, will ever be fresh in my memory, and a source of enjoyment to me in my hours of meditation. "Nick," over four long years we have toiled and labored together, and I can truly say they were the happiest years of my life; no unkindness, nor harshness on your part ever occurred to mar the peace, but we worked on in harmony, not only for the good of the company under which we were employed, but for each others benefit. Though mountains, oceans or continents seperate us, and we never meet again, yet your name and memory will never pass from my mind; though new acquaintances and friends be formed, and new faces be pictured upon memory's wall, yet the old ones will ever be as bright and free from the dust and cobwebs of time, as if they had been formed but yesterday.

Words cannot express my heart-felt gratitude to you for your kindness while with you. Then let the tie of friendship which was formed during those four years, never cease, and as I said before, though mountains and continents seperate us, let friendship never be broken, and love still continue.

L. S. SIMMENS, FIREMAN.

LONDON, CANADA, DIV., 68, B. OF L. E.
July 17th 1868.

BROTHER MUDGE:

I am under the impression that you do not hear from us very often, so I thought I would drop you a few lines just to let you know how we are getting along down this way. I must inform you that through the kindness of our Worthy Chief, Brother Wilson, we received the package of Journals all right, and all the boys are very much pleased with them. We think they are the finest Journals printed. I am getting some more subscribers for them. I visited Rochester in April last, in company with our Chief, Brother Brock, and was pleased with the manner that Brother Wilson and the Brothers of Division 18 used us, and they impressed upon our minds the advantage gained by taking the Journal, and I am sure they were right, for it will have a better effect with our boys than any other thing I know of, and my only hope is, they will grow as fast as the B. of L. E., has grown the last two years, for I can truly say that it deserves all the patronage we can give it.

Now for the Division. We have about forty-three members on the books at present, we have initiated six new members this year, and we have lost six, three have left us to go to other parts, two by death, and one expelled for non payment of dues, I will give you a list of the names. I am sorry that you have not been made more acquainted with our proceedings than you have been, but as I was a stranger at the business, I was at a loss how to act in the matter, but after this, I will endeavor to keep you better posted for the future.—I will give you a list of all the names of members that have left, died and been expelled since the formation of our Division, I am not positive whether you ever got them or not, I know that it is right that you should have them.

For non payment of dues—W. Heaver, D. Pourtes, S. Smith, and J. Hindmarsh. For drunkenness—A. McGee, and T. Hamilton. Left for other parts—J. Robinson, J. Fletcher and H. Martin. Killed by collissions—J. Davidson, and R. Hornsby.

So you see that we have lost eleven members in all.

Dear sir, I would wish you to let me know how we stand indebted to the G. I. D., and Widow's and Orphan's Fund, as I cannot get much information from Wylie, and as I found things rather slack when I was elected to office. I have been very busy since my election to office, in collecting back dues and getting subscribers for the Journal. I also find we have no charter except one that is all

soiled, so that I am getting the thing right again, for I am determined to have a good Division or none at all. We have passed proper resolutions of condolence to both widows, and a copy sent to each one of them with seal of Division 68, B. of L. E., attached. I am sorry that none of us were taking the Journal at the time, or we would have had them published. I ought to have sent them to you at the time, but I had not been able to attend the regular meetings for nearly two years, as I was on a branch running, and just moving to London, then to be elected in office. I must say I was not so well posted in matters as I ought to be, but I hope to do better in the future. The members of our Division wish me to ask you if we can pay up the Widow's & Orphan's Fund for Brother Hornsby's widow, as he was one of our best members, and paid into the treasury for 1867.

I should like if this had been gotten up in better style, and to have you put this letter or part of it in the Journal, as it pleases you. I intend to send an article now and again. You will please excuse me if I have encroached too much on your valuable time.

Fraternally yours,
THOS. W. COX, F. A. E.

Reports of Divisions on Circular of March 31, 1868.

FIRST PROPOSITION.

In favor of having G. C. E. and F. G. A. E., both Salaried Offices, Divisions No. 3, 4, 5, 7, 10, 11, 12, 13, 14, 16, 18, 19, 20, 21, 25. 28, 31, 33, 34, 36, 40, 43, 45, 46. 50, 51, 53, 55, 56, 57, 60, 61, 62, 65, 68, 71, 72, 73, 74, 76, 77, 78, 84, 85, 88, 90 and 92.

Opposed: 17, 24, 41 and 75.

2nd.—In favor of extending the term of office of G. C. E. and F. G. A. E., to four years: Div.'s, 3, 7, 11, 12, 13, 14, 16, 18, 19, 20, 25, 28, 33, 34, 36, 40, 45, 46, 50, 51, 55, 57, 60, 61, 62, 65, 68, 71, 72, 73, 74, 76, 77, 78, 84, 85, 88 and 92. Opposed: 4, 17, 24, 41, 43, 53, 56, 75 and 90.

3d.—In favor of having G. C. E. and F. G. A. E., both reside at one and the same place: Div'.s 3, 4. 7, 10, 11, 12, 13, 14, 16, 18,19, 20, 21, 25, 28, 31, 33, 34, 36, 40, 41, 43· 45, 46, 50, 51, 55, 56, 57, 60, 61, 62, 63, 68, 71, 72, 73, 74, 76, 77, 78, 84, 85, 88, 90 and 92. Opposed; 17, 24, 55 and 75.

4th.—In favor of establishing permanent Head Quarters for G. I. D.: Div'.s. No's. 3, 4, 5, 7, 10, 11, 12, 13, 14, 16, 17, 18, 19, 20, 21, 25, 28, 33, 34 36, 40, 43, 45, 46, 50, 51, 53, 55, 56, 57, 60, 61, 62, 65, 68, 71, 72, 73, 74, 76, 77, 78, 85, 88, 90 and 92. Opposed, 24, 41 and 75.

5th.—In favor of holding G. I. D. sessions at one place. Div'.s No'.s 7, 10, 14, 55, 57, 88, 90. Opposed: 3, 4, 11, 12, 13, 16, 17, 18, 19, 20, 21, 24, 25, 28, 33, 34, 36, 40, 41, 43, 45, 46, 50, 51, 53, 56, 60, 61, 62, 65, 68, 70, 71, 72, 73, 74, 75, 76, 77, 85 and 92.

6th.—In favor of having G. C. E. and F. G. A. E., have charge of the funds: Div'.s No'.s 3, 4, 7, 10, 11, 12, 13, 14, 16, 18, 19, 20, 21, 25, 31, 33, 34, 36, 41, 43, 45, 46, 50, 51, 53, 55, 57, 60, 62, 68, 71, 72, 73, 76, 77, 78, 84, 85 and 90. Opposed: 17, 24, 40, 56, 65, 74, 75, 88 and 92.

7th.—In favor of paying Delegates

same as at present. Divs. No's. 5, 10, 12, 17, 19, 20, 21, 24, 25, 28, 34, 41, 44, 45, 46, 50, 51, 53, 55, 60, 61, 62, 65, 71, 72, 74, 75, 76, 77, 84, 90 and 92. In favor of paying by general tax. Divs. No's. 3, 4, 7, 11, 13, 14, 16, 18, 33, 36, 40, 56, 57, 68, 73, 85 and 88.

8th.—In favor of repealing resolutions in work. Divs. No. 11, 16, 28, 34, 43 and 56. Opposed, 3, 4, 5, 7, 10, 12, 13, 14, 17, 18, 19, 20, 21, 24, 25, 31, 33, 36, 40, 41, 45, 46, 50, 51, 53, 55, 57, 60, 61, 62, 65, 68, 71, 72, 73, 74, 75, 76, 77, 84, 85, 88, 90 and 92.

Division No. 5, proposes two years as a term of office, and leaves the 3d, 5th and 6th propositions to G. I. D. Division No. 10, proposes two years as a term of office, and makes a proviso in regard to repealing resolutions. Division No. 21, proposes two years as a term of office. Division No. 24 favors State Deputies. Division No. 28 favors District Deputies. Division No. 31 proposes two years and submits propositions 4th, 5th and 7th to G. I. D. Division No. 59 voted to instruct delegate on circular. Division No. 78 refers propositions 5th and 7th to G. I. D., and suggests that all Divisions be required to report rate of wages, miles run, manner of paying, expense of living &c. Division No. 84, submits propositions 4th and 5th to G. I. D. This comprises all reports received up to this date. Div's Nos. 1, 2, 6, 8, 9, 15, 22, 23, 26, 27, 29, 30, 32, 35, 37, 38, 39, 42, 44, 47, 48, 49, 52, 54, 58, 63, 64, 66, 67, 69, 70, 79, 80, 81, 82, 83, 86, 87, 89 and 91 have sent no reports.

Several Divisions have sent amendments to Constitution and By-Laws; others have made many valuable suggestions. To all such, I take this opportunity to say, that your papers are all preserved and will be placed before the committee for their action. With renewed assurance of my best wishes for the prosperity of your noble Brothhood, I remain.

Yours Fraternally,
CHAS. WILSON, G. C. E.
Rochester, July 13th, 1868.

LAFAYETTE, IND., June 11th, 1868.

EDITOR B. L. E. JOURNAL:

Seeing in your Magazine several articles from the pens of wives of engineers, I have concluded to send you a few thoughts, suggested by reading your interesting Monthly.

Women in general are not supposed to understand the intricate workings of machinery, or to properly appreciate the genius and mechanical skill displayed in its construction. But this we do claim —those of us at least who are so nearly interested—we know how to understand and appreciate, fully, and thoroughly, "the man who runs the machine;" and any enterprise, having for its object the endowment of the best interests of men belonging to this class, will, you may be assured, meet with our warm approval, and hearty co-operation. We have our work to do in this praiseworthy movement, that is being made for the elevation and improvement morally, mentally and physically of our husbands, as individuals and as a class. Our sphere of action lies principally within the circle of home, this however should not debar us from the privilege of "speaking a word in season," for the encourage-

ment of all who are interested in the work. In our home duties we should avoid too frequent "runs," "doubling the road" to our neighbor's, and misspending time that might otherwise be spent in "getting up steam," (in our tea-kettle,) and being prepared for the arrival of the aforesaid "man," whose duties consist in "running the machine," and being prepared, to give him not only a warm welcome, but also a warm meal. Nor should we neglect to perform the many duties that naturally devolve upon us in the absence of our husbands, such as "despatching" our boys to school, or any other duties that boys should perform, even though it should be neccessary to do a little "switching" occasionally, and thereby enable them to start out on the "road" of life with a bright "headlight" of knowledge, that will light their way sufficiently to enable them to observe in time all the "brakes" and "obstacles" that lie ahead on their "route." But I did not begin this with the intention of attempting to write an essay on domestic government, or on the duties of married women, so I shall write no more on this subject. But my object was to say some word that would encourage others in this good work, and draw out those who know better how than I, to do something to promote a cause so noble and praiseworthy. Hoping you may continue to prosper in your worthy undertaking, I will close by subscribing myself

Yours truly,

MISS A. E. BROWN.

CHILLICOTHE, OHIO, July, 1868.

BROTHER MUDGE:

I have looked long and anxiously, watching to see something in the Journal from Division 65, but have as yet seen nothing, and have come to the conclusion that if I want to see our Division represented, some one of the Brothers must write. I have waited so long that I have come to the conclusion that I must do it myself, although in a humble way, as writing is not my profession. But feeling an interest in the Journal, and a greater interest in the Brotherhood, I think that every Brother should do something to further the interests and promote the welfare of the others, although I think that there are members better qualified to do this than myself, although what I say may not be of much interest, nevertheless I feel like contributing something, and if you think it fit for publication, you can send it out, and if not, lay it on the side track. Division 65 is located in the town of Chillicothe, State of Ohio, and is in a flourishing condition, and numbers 48 or 50 members, all in good standing. We have a good room and well furnished. We meet Friday evening of one week, and Saturday evening of the next. The walls are decorated with the photographs of about one-half of the members. The balance of the Brothers have promised to get theirs and place them in the Division room, but are very slow about it. We have also got a neat and substantial set of collars and jewels, at one-third less than cost; we procured the material, and Mrs. Lydia McNeal, an engineer's wife, made them, and the Brothers all say they are beautifully made. At a regular meeting the Brothers gave her a vote of thanks, but she says she has not heard or seen anything of it. I ask Mrs. McNeal

to excuse us, as Division 65 is slow sometimes in performing its business. I liked to forgot to tell you what kind of material the collars is made of. It is the best of silk velvet, trimmed with silver lace and silver fringe 1½ inches wide. The jewels are German silver, plated with silver.

I seen a communication in the Journal from a minister of the Gospel, in which he says he did not know whether you received anything from the pen of any except engineers. I think the columns of the Journal are open for any one to contribute their mite, and especially in the way of religious instruction. I can say for myself that I love to read anything that will carry the soul beyond the veil of tears, and tell me of Jesus, who died that I may live through the ages of Eternity, and in saying so, I think I speak the sentiments of the entire Brotherhood. That the thoughts and advice of these good men are always welcome, and I think there is no opportunity offered to the minister of the Gospel, where he can speak his thoughts to men where they will be appreciated so well, and where they are needed so much as to the Locomotive Engineers. A word to the ministers of the Gospel, if any should chance to read this. Remember it is your duty as well as your privilege to tell sinners how to flee from the wrath to come, and your advice and admonition may be the means of saving some soul from eternal ruin and your crown will shine brighter in our Father's kingdom.

Brother Engineers, a word to you; be christians; don't put it off till the eleventh hour as others have done, for I tell you that death will come to me and to you like a thief in the night when we least expect it, and oh! Brothers I will take the words of our departed Brother when his soul was just ready to take its flight to that land from whence no traveler has ever returned, and these are his words: "Prepare to meet your God, and don't put it off as long as I did, but go to Jesus in health and strength," and then let death come when it will, and where it will, it will matter little to us, whether it comes on a sick bed with dear ones to smooth down our pillows and to wipe the death damps from our brows, or whether it comes mid the ruins and wreck of the engine and train it will be well with us, we then can praise God as we pass away.

D. B.

BALTIMORE, MD., July, 1868.

(Continued from page 214, July No.)

BRO. MUDGE:

According to promise, I now write you on my arrival home.

I had a very pleasant trip from Fort Wayne to Crestline, a distance of a 130 miles; running time, 4:20. On my arrival at Crestline, I found an old friend of mine by the name of J. North, formerly an engineer on the Northern Central. I left the last named station, and in due time reached Alliance. Mr. North gave me an introduction to a Brother W. G. Taber, one of the finest specimens of a locomotive engineer, that I ever formed an acquaintance with. We left the last named station on time for Pittsburgh, and on my arrival, I was met by Bro. Johnson of Division 50, also a host of other Brothers whose names I have forgotten. Brother Johnson called a special meeting of the Division that evening

and we had a very pleasant time. I remained in Pittsburgh that night and all of the day following. I visited the shops of the different roads, but found none to compete with the P., F. W. & C. R. R., or the T., W. & W. R. R. shops at Fort Wayne. I took the fast line from Pittsburgh to Harrisburg at which place we arrived all O. K., nothing of importance having transpired during the trip worthy of note, except the friendly greeting of many of the Brothers who will ever be held in kind rememberance by me.—I arrived at my home in this city June 30th, and found my family all well.—And now, Brother Mudge, in conculsion let me say that I do not possess the ability to express my gratitude for the many acts of kindness I received at the hands of my Brother engineers, but be assured my Brother, that the Supreme Grand Chief is petitioned daily for their happiness and prosperity, and for the noble and worthy cause of the Brotherhood of Locomotive engineers. May the blessing of Heaven rest upon us and all of our Brothers. May brotherly love prevail and every moral virtue cement us together.

Yours fraternally,
G. W. HENRY,
Past C. E. Div. No. 52.

Expulsions.

What, another list of Brothers,
That have proved themselves untrue,
Some for unbecoming conduct,
Some for payments that were due.

Some for drinking of the goblet,
When the wine did sparkling flow,
Oh, the sin, the shame, and sorrow,
That its fallen victims know.

Brothers check them, timely warning,
May save them many years of pain,
Chide, yea, chide, but do it mildly,
Try them in the lodge again.

Like the Prodigal of old,
Hasten to that safe retreat,
For it is indeed a fold,
A lamp, a light, unto thy feet.

Knock, the door shall open wide,
Loves fetters, round thee shall be thrown
Pardon ask, they will forgive,
And bid the welcome, welcome home.

Then dear Journal, may we never,
Have our hearts as sadly pained,
As to read the list and number,
Of expulsions o'er again.

AGNES.

Fort Wayne, Aug. 1st, 1868.

NASHUA, N. H., July 1868.

When I arrived at my home to-night, my wife said, "the Journals have come," and you may be assured it was a welcome sound to me, for I am always glad to get, and also pleased to read them. I have just finished reading the July number and was much interested with it; while pursuing its contents I asked myself why it was that there were no more communications from the members ofDivision 61.—I know it is not because there are no members that are capable of writing, because I know personally that there are some good penmen in the Division;and they are also good talkers; and now Brothers why will you not let others hear from you, besides your own Division, and I would not make this request of Division 61 alone, but of many Divisions which we seldom hear from through the Journal, if you can talk and interest the members of your own Division, why not put some of your thoughts in writing and send them to Bro. Mudge, for the Journal, and in this way you may improve yourself and enlighten others.—

others. I was much interested in reading the address of Rev. J. C. White. of Dayton, Ohio, I know that he has the interest of the Brotherhood at heart.—And Brothers let us take home to our heart what he says in regard to "yeilding to no temptation of self indulgence that will unman us." Even at this moment there comes thoughts into my mind of one who used to be a member of Division 61, but was expelled because he opened a whisky saloon, and who is now in a prison cell, awaiting trial for shooting a fellow-man. He was a moderate drinker once, but the habit grew upon him and now we see the result. We all can bring to mind some of our number that have fallen by the same cup; let us take warning. I also like the communications which we receive from the ladies, and I was interested in the one from Fort Wayne, signed "Mary," and here let me thank her for her good advice to engineers, and may she and all others "who so kindly try to help us on in the good work of elevating our standing here, and of being prepared for that which is to come," have chosen that good part which Mary of old had, "which cannot be taken from her." In closing, I would say, that Division 61 is still alive, and we hope that we are making some progress, and Brothers, if we do our duty, live up to the tenets of our order, we shall benefit ovrselves and all with whom we are associated with.

Fraternally yours,
NASHUA.

WEST PHILADELLHIA, July, 1868.

BROTHER MUDGE:

We have received our Journals for July, they were looked for anxiously and were read with intense interest. Every new issue is increasing with matters, which after one has read them, new thoughts and ideas arise, which a few years ago would have been considered entirely out of place for any locomotive engineer to suggest.

But says one, so the world moves on, and with its numerous changes, comes the improvement of working men in every class of society. The last few years has plainly shown, that a great change was necessary. In order to raise not only our own profession up to the height it should be, but trades of all kinds, seem to vie with each other in promoting the best interests of their fellows.

How glad it makes one feel to know that he has the sympathy of his Brother engineer, to know that our interests are identified, one with the other. Those who understand the great fundamental principles of our order, cannot fail to realize this.

I would say a few words just here, about the speech of our "Honored Grand Chief Engineer, WILSON, where he brings up the subject of subjects; I mean temperance. It is a matter of vast importance, to look well to it that our organization be kept pure, so that she may be able to stand forth, firm and true, for everything that is noble and praiseworthy.

I would to stop here, but I cannot, the cause of temperance is something I feel greatly interested in, not for myself, but for others. My heart goes out to-night in thankfulness, to Him who rules the Universe, for saving me thus far from the invidious destroyer.

I want to tell my fellow engineer's through the columns of our Journal, that here in West Philadelphia, we have a division of the Sons of Temperance. I fancy some one says, I wonder what they call it, don't laugh now when I tell you we call it Rail Road Division No. 69.

Who started it, says another one; in answer, I would say, that I am proud of the fact to know that it was several of our engineers who applied to the Grand Division of Pennsylvania for the charter, which we were assisted in procuring by Mr. Solomon, and S. Ketcham, our yard clerk, who is a staunch supporter of the cause. With a great degree of pleasure I will mention the name of I. W. Myers, formerly an engineer, but by strict attention to his business and with an ever watchful eye to the interests of the company, has been promoted to a more lucrative position than that of running an engine. It would be in vain for me to attempt to tell you the immense amount of good he has done in helping to build up our Division. We have men among us who two years ago would have scouted the very idea of becoming a son of temperance, but to-day are earnest, active laborers in the glorious work of trying to redeem the human race from the vice of intemperance.—Do not think we are all engineers. Oh, no, we have conductors, brakemen, firemen, and a little bit of everything that is requisite to keep the railroad in motion. It would do you good to peep in at us on some Tuesday evening and see our pleasant circle, where father, mother, son and daughter meet together to push forward the cause of temperance.

It would do your soul good to enter our Division room and behold the sight that would greet your vision, every countenance beaming with joy, the hearty shake of hand from an old Brother whose hair has became white with the frosts of many winters, one who has fought valiantly all his life in defense of these great principles. Then the mother with anxious care written on her brow, for perhaps her son or daughter are members of our order, and as she beholds them filling offices of trust and honor, she thanks God in her inmost heart that all her cares and trials have been blessings in disguise. There to behold the glowing faces of the youth with rosy cheeks, bright eyes and smiling countenance, then to hear their youthful voices as they help to swell the chorus of the different odes that are sung while the Division is being opened, closed &c. Why it would make you feel that the cause of temperance is one of the grandest objects which could and should enlist the sympathies of every good and generous minded man or woman; and let me ask a question; where is there a more generous, open hearted set of men than railroad men, and in particular the engineers, who are always ready to contribute of their means for everything they are asked to assist in. Then why not join our temperance ranks and swell the number of the grand and noble army who are striving to stop the progress of that dreadful traffic which deals out death and destruction to our fellow men in the shape of whisky, brandy, lager beer and a host of other poisons too numerous to mention.

Come my Brother engineers of B. of L. E. get to work and see how many Divisions of the Sons of Temperance you can organize. The great demon of intemperance is at work night and day, destroying the mind, ruining the youth, middle-aged and the aged of the land. Oh, I beseech you my Brother engineer, as you value your life, and what is more your eternal welfare, if you are a man that drinks only occasionally, and say you can take a drink or let it alone, stop just here and reflect, for it is a fact that cannot be denied, that the drunkard of to-day never intended to be such when he used to be the occasional drinker.

My Brother engineer, did you ever think about the influence you are exerting every day, either for good or evil? For illustration, we take your fireman, who perhaps is a young man, standing out upon the verge of life with an innocent heart and pure motives, probably the support of a widowed mother, but now he is about to leave that home, it may be for the first time, and as a natural consequence he looks upon his engineer to guide and direct him in every thing connected with his new occupation.

The hour approaches for you to start out with your new companion upon his first trip, the minute has at length arrived, the signal bell is sounded, the usual cry of the conductor, "all aboard." In a moment more you have drawn the throttle and your noble engine is speeding away from the depot, seemingly knowing that it was her duty to make time. As she exhausts her fiery breath into the air, with rods and wheels working in concert with each other, she plunges upon her course. The first station is reached, the passengers have been discharged, and others who were anxiously awaiting the arrival of the cars, have got aboard of your train. Again you start, and away you fly, passing through towns and villages, over bridges, through tunnels, over hill and dale with their various scenery ever and anon changing.

Your engine is making steam splendid, much better than you expected for a new fireman, and everything is working admirably. The last shovel full of coal or stick of wood has been thrown into the fire-box, watch and time-table indicate your near approach to your destination, taking your watch from your pocket, a smile lights up your countenance a well known evidence that you are on time. You have rounded the last curve and the depot is seen in the distance, and as you approach it the watchman signals that the track is clear for your entrance into the station, and thus ends the strife.

After the engine has been put away, engineer and fireman go to their boarding which is a Hotel, and the engineer, who perhaps is a moderate drinker, thinks, that as a matter of course he must treat his new fireman upon the success attending his first adventure in railroading, and with the usual salute in such cases, "come Bill or Ned" as his name may happen to be, "let's have a drink." The young man refuses, but you insist that he must and shall take a drink, and finally he yields to your entreaties and for the first time he raises the intoxicating cup to his lips. The first step being taken, it becomes an easy matter to take the second; at this time some one suggests that they have a game of some

kind to see whose treat it would be next time, yes, yes, cries two other voices in the room, one says dominoes, and another "cards," and the last motion prevails; but here a difficulty arises, it takes four to make enough to carry on the game, and our new fireman never touched a card in his life, and he shudders at the very thought of doing so; now comes another conflict between right and wrong, but Satan has his agents and in these cases he generally manages to attack the unsuspecting and innocent youth in a very weak point.

By whispering in his ear that he is a man now, what need he care about the protecting influence of father or mother, that he has started out to do for himself, and no body has any business to interfere with what he does. Now my Brother engineer will you believe me, that in some cases you have been this very agent; "dreadful thought.".

But nevertheless true, the young man objected to playing a game from the fact that he did not know one card from the other. Here again you use your influence by pursuading him to try one game, and you would teach him how to play his hand. Again you are victorious, he yields to your solicitations, and takes his seat at the card table, a game is played, and he is the winner, upon which he is congratulated with a salute like this, "bully boy," let us have that drink, now exclaimed the party, and again the poisonous liquor is raised to his lips and the second drink has been taken. Flushed with success, because you managed that it should be so by letting him win, in order to encourage him to play another game, which he readily accedes to. And thus game after game is played, and when the party retires for the night they are more or less under the influence of liquor. Some one may say that I have drawn a very dark picture, but let me ask the honest question, is it not true, and who dares to deny it; you might bring up the argument that the young man could drink or let it alone. You say you did not force him, no indeed I guess not, for in so doing you would not have succeeded. But you used a more powerful weapon, and that was persuasion, and if any one at that time would have said to you that you were plotting that young mans ruin, no doubt you would have been highly insulted, and most likely your answer would have been that you would not hurt a hair on his head, no indeed, not I, but surely one drink can do no harm. Oh, many times have we heard that as an apology. Little dreaming at the time it was uttered, that the first drink taken was a seed being planted in the system, that like a grain of corn put into the ground, it would take root and grow until it had pierced every nerve and fiber of your body, ruining the facuities, shattering the constitution and making a complete wreck of that body which God intended for good and glorious purposes. While I thank my Heavenly Father that the Brotherhood has raised its voice in the cause of temperance, yet it is a glaring fact that we are not raising in all our strength against this enemy of our association. Oh, then let our prayers go up to him who ruleth on high, that our order may prosper and that her members may be delivered from the evils of temperance.

Yours Fraternally,
D. EVERETT,
F. A. E.

GALESBURG, ILL., July 1868.

MR. S. R MUDGE:

DEAR SIR:—Please pardon the liberty I take in writing a few lines for your Monthly Journal. My object in so doing is to inform you and the readers of your highly estimable Journal, that the conductors have organized a Brotherhood similar to the Locomotive Engineers, and as we understand, for the same purposes, namely, to elevate their character, and afford mutual assistance. The Grand Division was organized at Mendota, Ill., July 6th, 1868. There is two Sub-Divisions, namely, Amboy, Division No. 1, and Galesburg, Division No. 2. The Grand Officers names are as follows: J. C. Coleman, Grand Chief; S. C. Comstock, Assistant Chief Conductor; David Elliott Grand Recording Secretary; E. A. Ladd, Grand Treasurer; J. W. Seymore, Grand Guide; Josiah Perington, Grand Guard. Any one wishing any information in regard to the Conductors Brotherhood, will please address David Elliott, Galesburg, Ill., or Joseph Packard, of the same place. We desire a Journal to advocate our cause, and as engineers and conductors, work together, and as the interests of both are nearly the same, your Journal might be published, advocating the interests of both, by changing the name to Engineers and Conductors Monthly Journal, or some other appropriate name to be agreed upon by both parties, also to enlarge it to twice the present size.

Yours truly,
JOSEPH PACKARD,

ALLEGHANY CITY. PA., 1868.

BROTHER MUDGE:

There are a great many ways of making ourselves useful in this world. Although it is not creditable for a man to make an ass of himself, still if he makes a good one he deserves credit for it. I think the ass that carried so many correspondents into the pages of the February Journal was a first-rate one. Being of the company I can testify as to his abilities.

I hope I shall be excused if I take another ride on him. Whether Baalam's ass spoke the truth or not, I cannot say, but I know that this one told a bare-faced falsehood. He charged the locomotive engineers of this country with nine-tenths of all the accidents on railroads. There is sometimes truth in things false. The kernel of truth which we find after breaking through this shell of falsehood, is this, that the position which gives a man or any set of men the power to be chargable with nine-tenths of all the accidents, must be a very important one. Although engineers are chargable with only a very small portion of all the accidents which occur, yet, appalling as is the number and the destruction of life and property, they have it in their power, either from carelessness, wilfullness, or neglect, to double or treble that number. If we were such a set of incompetent men as he would make us out to be, I don't think there would be any accidents at all, for this reason, that no body would risk their lives or property on the railroads; they would go back to the good old times when shank's mare was the safest and only mode of transportation and travel. They might be ignorant of the circulation of the blood, digestion, and respiration, but if the route were well supplied

with food and water stations, and they did not run into the forward or hind end of a whisky shop, they would be very apt to arrive at their destination safe and sound. I am willing to take all we are justly chargable with, but no more.

I know that as a class we are not what we ought to be—show me the class that is—but trying to make us worse than we are, will not help to make us as good as we ought to be. Being concious of the responsibility and importance of our positions, we are making an humble effort to improve, and I hope we shall not be content to be as good as other people, but better; because our position requires us to be better. In our efforts to improve, we shall pay due attention to valve motion, expansion, combustion, and the generation of steam; so the gratified correspondent of the Democrat, may yet be called upon to fill a professors chair.

He says, "that it seems to him that none but the theoretical and practical engineer should have charge of an engine." Now I set as high a value on knowledge both theoretical and practical as any man, and regret that I and all of us have not more of both, but in making an estimate of what is really required in the make up of an efficient engineer, I dont think that any one item should have more than its due share of importance. There is where our friend erred, in attaching too great importance to valve motion and so forth. Men will err in theory and practice sometimes. Some men hold the theory that it is virtue that keeps them from becoming scoundrels, while at the same time it is nothing but a full belly—we should not mistake potatoes for principles. In my opinion, the practice of temperance should take precedence of the theory of valve motion, carefulness of expansion, good judgement of combustion, and a good moral character of the generation of steam.

If a man possess those cardinal qualities, he will make a good and efficient engineer, though he may be ignorant of the principles involved in the construction of an engine; but a man's head may be cramed full of mechanical principles, yet if he lack these cardinal qualities, he will be as far from being fit to take charge of an engine as the correspondent of the Democrat was in telling the truth. I think a standard of qualification would tend greatly to alleviate our characters as men and our standing as engineers; it would not matter whether it were established by law or by the companies, if it were strictly enforced. It shall embrace the qualities before enumerated, and mechanical knowledge, but the man who should be found wanting in the first, should not pass, no matter how high he may stand in the latter. It may be thought that I attach little importance to mechanical knowledge in a locomotive engineer; but I think it would be highly creditable to us as a class and of great advantage to the companies. By mechanical knowledge I dont mean that a man should serve an apprenticeship as a machinest, but that he should have a thorough knowledge of the different parts of an engine. There are very few running engineers but what will acknowledge that they had a great deal to learn after they changed the shovel for the throttle lever, and that often when they reported something wrong with their engines and had a corps of machinists set to work, the result was they found a flaw in the right hand side of the cab. This creates fun for the knowing ones, but the company has to foot the bill. Not only is there a great deal of unnecessary work from this cause, but the new runner inflicts many a strain and scar upon his engine, which would be avoided if he were better posted, which he would have been if it had been required of him. I have often wondered that railroad companies did not put men to some test before giving them charge; it would be to their interest to do so. The motive power is usually the most vital and important part of the companies property.—In cost, cost of repairs, of wood, coal oil and tallow, and all other things requisite to its performing its work, there is no department that can compare with it.

Perhaps they think if they required men to undergo an examination before giving them charge of these costly machines, it would cause them to think they were the most vital and important class of the company's employees. Like the cunning statesman who said, "Keep the people from seeing the burden they bear, and like an ass, they will bear it patiently, but let them see it, they will kick." I should be sorry indeed, if, through over impertinence, we should act the part of the frog in the fable, which burst itself with trying to swell to the dimensions of a bull, but we can get a proper idea of the importance and responsibilities of our position without being ungovernable or bursting ourselves, I think. The fact that we are becoming more temperate in our habits, more moral in our conduct generally, more careful and cautious in our running, more economical in the use of the company's property, thereby swelling their profits immensely, is no indication that we are going to burst them either. In demanding justice for ourselves, I hope we shall not forget that justice is the right of all—even of railroad companies, and that if we expect a just renumeration for your services, we must expect to exercise a just economy in the use of the companies property, and thereby convince them that a liberal salary paid to their engineers, is the best investment they can make. When this is attained, their fears and jealousy will vanish, and we shall have their hearty co-operation in everything that will tend to our elevation and efficiency. If they should think that a knowledge of valve motion, explosion, combustion, and the generation of steam, would add to our efficiency, and that the correspondent is capable of giving us instruction, they will, no doubt, give him a call. I believe we can accomplish more by our association than a license law would without it. If there were a license law, and no association, a man might violate the conditions of his license for a time, without any one being particularly interested in exposing him; but if a brother violates the fundamental principles of our association by getting drunk and rendering himself unfit for duty, it is hard for him to escape the observation of some brother, who will bring him to a strict account before his Division. We are sometimes accused of keeping men of intemperate habits; of course, we don't expel a man for the first or second offence, because it would place

him where we could exercise no influence to improve him. When we see those who make this charge as prompt to discharge us, as we are to expel such men, we shall acknowledge their consistency.

The fact that after a fireman is promoted, he must run successfully for one year before he can apply for admission into our association, and that he must be a man of sober habits and of good moral reputation, in good standing with his employers, is clear proof that strength of numbers is not our object, but strength of ability.

E. M., Div. No. 17.

West Philadelphia, July 18, 1868.

Brother Mudge:

It becomes my pleasant duty at this time, to inform you of a presentation which took place in our Hall, on the evening of June 7th, 1868. Our Division was made the recipient of a magnificent cover for the pedestal upon which we lay our Bible.

Resolved, That West Philadelphia Division No. 45, tender their sincere and heart-felt thanks to our worthy friend and sister, Mrs. Wm. Patterson, for the great taste displayed in arranging the cover.

Resolved, That we fully appreciate the motives which prompted her in this act of kindness, and long may she live to be the wife of him whom we hail as Brother.

God grant that their passage through this world may be full of joy and peace; and when the hour of dissolution comes, may they part on earth to meet around the throne of the great Brotherhood on high.

Deloss Everett,
F. A. E., Div. 45.

Philadelphia, July. 1868.

Bro. S. R. Mudge:

Dear Sir:—I received your circular, and believing 51 is all right on the financial question with you, will not tarry on the subject. Philadelphia Division No 51, B. of L. E. has been called upon to pay the last respects that can be paid on earth to the memory of our Brother, Edward P. Strickland, who departed this life on July 6th, 1868. Brother Strickland was one of the first to rally around the charter of 51 after I had procured the necessary books, papers, and instructions for opening a Division of Locomotive Engineers. He stood number six on the roll of names, but number one as far as his influence and money would admit in carrying on the Division in its infancy. He was situated so it was almost an impossibility for him to attend the meetings, but his advice was always listened to and freely given. He leaves a wife and two children to mourn his loss. He was an affectionate husband and kind father; he was a member of Washington Lodge F. and A. M., and was buried by them, at his request. All the members of Division No.51 who could be present, turned out with our regalia and the usual badge of mourning. The Masonic Lodge gave us a prominent place in the line, for which they will always be remembered by the members of this Division. He has been employed on the Delaware Rail Road thirteen years, and has always given the best of satisfaction. He was a number one man in his profession and in business transactions. We were pleased to see the officers of the road he was employed upon, at the funeral. The

M. M. of of our road was one of the pallbearers from one of the Lodges in Wilmington, of which he was a member, and where he resided. Our Division is moving slowly along and trying to live up to the requirements of the Constitution and By-Laws. We had the pleasure of reinstating one of our old members on last meeting night, and hope we shall never have occasion to expel another one on any account whatever, but keep a clear roll as long as the Brotherhood has a name. The L. E. M. B. Association has taken root quite deep here, and I think will give general satisfaction to the members of the Brotherhood after they have looked at it in every light that can be brought to bear upon it. I do not think that friend "Critic" will come again unless he can bring something more substantial than came in his last, of April, for an argument. "J. C. P." and Brother Abbott have answered him so any one can see the plan fully and allowing no deceit. The June number is full of the right spirit in regard to articles, and by next year will be double the size it now goes forth to the Brothers throughout the country, and I hope when the G. I. D. meets in October, at Chicago, they will take into consideration the amount of work they have placed on their F. G. A. E. for the past year and govern themselves accordingly. Hoping their will be a delegate from every Division in the country, as the business can be done better than by proxy, and there will be considerable on hand, I guess, if they bring up the Constitution and By-Laws for a general overhauling and take up all lost motions,as there was a committee appointed last fall, who will have quite a large bundle of amendments to occupy the time at Chicago. Trusting that the business will be done as faithfully and economically as in years before, we shall have no cause to find fault. Enclosed find a notice of the reinstatement of the Brother spoken of in the early part of my letter.

Fraternally yours,
L. D. Tufts, F. A. E.

Kingston, July, 1868.

Dear Bro. Mudge:

In glancing over the list of contributors to the July No. of the Journal, I see several little articles writtten by the wives of engineers. Now this plan of assisting their husbands in the glorious work of "reconstruction" which is being carried on among that large body of men known as "Locomotive Engineers" is truly commendable, and I trust you will pardon me for making a few brief remarks on this point. When we contrast the moral and social standing of the locomotive engineer of six years ago and now, we discover a very decided improvement in his mental as well as moral condition, and we recognize and trace the cause of this great change for the better, to that best and most glorious organization, the "Brotherhood of Locomotive Engineers." All honor is due to those noble-hearted men, who founded and assisted in establishing an institution which has been a blessing to the whole country. And, Thank God, the work of "reconstruction" goes steadily onward. Every branch of the Brotherhood which "bringeth not forth good fruit, is hewn down." By this we understand that every member who reflects dishonor on the order is speedily re-

moved, and while their vices are reproved each virtue is carefully fostered. An intemperate man is not always given to profanity, though intemperance and profanity usually go hand in hand; but a kind word spokon at the right time, the influence which a moral christian Brother may exert over an erring one, will go far toward reclaiming even the most abandoned. Ah! how many wives and mothers have fervently thanked God for the restraining influence which some member of the mystic Brotherhood has exerted over her husband or son. Is it any wonder that the wives, mothers, and sisters of the engineers wish to assist their husbands, sons, and brothers in carrying forward the good work so nobly begun? Indeed, no! And sisters; (for I too am an engineer's wife, and a bond of sympathy almost as indissoluble as the tie that binds our husbands, links us together;) one word to you through the columns of the JOURNAL: I often sit alone nights when my husband is "out on the road," and wonder if some other wife is as fearful and as lonely as I am, and then I think how very merciful God has always been to me and wonder if you have the same faith and trust in the Savior that I have. Sisters, let us love God most, our friends more, and ourselves less, and let us at all times strive to exert a good influence over all those with whom we may associate, and let us ever meet the dear ones who labor so cheerfully (for our sakes) through long days and dark nights, and whose lives are so very dear to us, with cheerful faces and loving smiles.

Hoping Brother Mudge will pardon me for making so many remarks, I am with earnest wishes for the advancement of the Brotherhood,

Very respectfully yours,

MRS. L. W——.

CENTRALIA, July, 1868.

MR. S. R. MUDGE:

DEAR SIR:—Having been a careful reader of the Brotherhood JOURNAL since the issue of 1st No., I am truly delighted to see the progress it has made in the short space of eighteen months. May it continue to prosper and do good, is now, and always shall be my prayer.

Now a few words in regard to the Brotherhood. I think it a noble institution, and do know that it has done much in this place toward the elevation of the engineers of Division No. 24. Several engineers of this Division are regular in their attendance in the house of God on the Sabbath day, which as far as my observations extended, was not the case some three or four years ago. I do hope this attendance to the house of God will increase, till every railroad man becomes a true worshipper of the living God. And while our engineers are making their daily trips from one end of the division to the other, may God in his mercy, incline their hearts and minds to run in the narrow guage road that leads only to glory and eternal happiness; that when the great Conductor above has given the last signal, each one may be ready for the trip; for we know not when the last signal shall be given.—"The Son of Man cometh as a thief in the night." I pray God that while they are ever caring for the safety of the train, that they may also be caring for the safety of their immortal souls.

A sister to Railroad men.

JENNIE.

PORT JERVIS, JULY 23, 1868.

BROTHER MUDGE:

Having a few moments to spare, I thought I would pen you a few lines for your JOURNAL. I know of no better way of improving spare moments, than writing a few lines to my Brother Engineers. I take the liberty of calling you brothers, as you consider yourself brothers to each other, therefore engineers wives must be considered as sisters. You will pardon me and allow me to ask you a few questions. Let me ask you first, this question: How is it with your souls? Are you ready for eternity? Are you prepared to meet your God? You know not what moment you may be called to go. Let me warn you to prepare to meet your God in peace, and attend to the interests of your immortal souls.—Your are a class of generous, noble men, your position is a high one, many lives are in your hands, therefore it requires men of judgment, and also men of temperate habits. There has been great improvements within the past two years on this railroad. In regard to temperance, let this good work go on until such a thing will not be known, as an engineer that will take a drink of ardent spirits, let but one drop touch your lips, then dash it from you. Will you, my brother, give this matter a moment's thought, if you persist in sinning against your God, you will be the subject of his wrath. God will bring every work into judgement for we all must appear before the judgment seat of God.

Pardon me if I have said too much, but remember your interests are ours. Hoping not to be censured,

I remain the

WIFE OF AN ENGINEER.

My Friends and I.

We have had many pleasant rides together, but none more so than the ride on a locomotive from M. to M., a few days ago. The engineer was courteous and pleasant, the track was fine, the day was perfect, the country beautiful and so with the mild air flowing around us, we sped through the lovely land like a spirit through space. I know not what you are thinking of with your hat down close to your eyes, but to me it seems as though we were going through an enchanted land; as if the ties that bound us to human interests were sundered, and the slim rails stretched out into infinitude, and the sun would never set—and so on we go, and on through an ever varying but never ending panorama of beauty—an eternal picture of peace.—Did you ever think, Joe, what a wonderful thing a locomotive is? What power? What obedience? Terrible in strength, it obeys the lightest touch of its master, and springs like lightning from a cloud, or settles into calm repose obedient to his will. As our engineer would take his hand from the rein and turn to talk wiht us, I watched to see the firey courser elude his vigilance and spring uncontrolled away. But no.—Faithful to its task, it sped swiftly and steadily on. Coming upon a line of perfect track, our engineer asked, "Would you like me to give her a turn for a mile or two?"

Certainly, of course, we would,
A touch here and there,
Gods! how she flew,
By Chaos this is gallant sport,
A league at every breath.

Did I ever tell you, Joe, that I always

had a passion to be a railroad engineer. Like many an other passion, it will probably never find fulfiillment, but I never look except with awe and admiration on the quiet men who run the great rushing trains. Did you ever see the headlight of a locomotive rushing through the darkness, making the black night lurid with its glare, and the earth groan under its thundering tread? Did you ever think of the immeasurable hopes, and loves, and interest, of the strong men, the sweet women and the little children, all dearer than life to somebody, and then think that the issue of life or death for them all was in the care of that sleepless engineer, his single hard controling the power that, rushing like an angry God of battle, dragged after it all that precious load of life. And danger will come, every engineer expects it; meets it. There are supreme moments in his life when he lives through an eternity of feeling. No time for thought —death to himself and to those in his charge, meets him face to face and glares triumphantly in his eye.

But death meets an eye as steady as his own. The body is all nerve, thought it is rapid as the will of God; the steady hand obeys the imperious will; the awful moment is passed; the train is saved, then there is a man again master of the great throbbing monster beneath him; greater than that, master of himself. Such moments come in the life of most every engineer.

From L. T. to Joe E.

Obituary.

Died in Bethel, Vermont, April 26th, 1868, Frederick Webster, in the 27th year of his age, a member of Division No. 85 B. of L. E.

Brother Webster's death was the result of injuries received in a collision, which took place on the Vermont Central Railway, between Randolph and Bethel, April 24th.

Brother Webster, was running a down freight train. On arriving at Randolph, he received an order from the dispatcher to meet an up passenger train, which was late, at Bethel. He immediately left Randolph, running at the rate of speed specified in the time table, viz: twelve miles per hour. But unfortunately, when within about three-fourths of a mile of Bethel, just as his engine was turning a very sharp curve, upon the inside of which were high rocks, completely obscuring the track, he encountered the up passenger train, running at a high rate of speed; the conducter and engineer of which had so far neglected their duty as to run by the station, Bethel, which had been designed as their meeting place.

The concussion was terriffic, both engines were totally wrecked, destroying the two first cars and their contents, of the freight train; instantly killing the baggage master, severely injuring the express messenger, badly bruising and horribly scalding Brother Webster. Fortunately, the passengers escaped without noticeable injuries. Brother Webster's fireman, also the engineer and fireman of the opposing engine saved themselves by jumping. But he, ever faithful to his trust, remained at his post, and was stricken down, while endeavoring, as far as possible; to lesson the fearful consequences to life and property, which he saw must inevitably follow.

The wood from the tender, and lumber from the demolished cars, being precipitated upon the engine, bound him down with his face resting upon the boiler-head, where the steam and water, from the broken indicator pipe, poured unchecked upon him, burning his face and breast in a most frightful manner.—One hand being at liberty, he immediately grasped his whistle cord and gave several short whistles in quick succession for help, but before he could be extricated be became so exhausted that he fainted four times, and was finally carried to the hotel at the station in an insensible condition. Medical aid was procured at once, and every attention shown him imaginable, but to no purpose; he lingered in fearful suffering until 2 o'clock Sunday afternoon, April 26th, when no doubt death was a welcome visitor.

His remains were taken to Northfield, Vt., his native place, and buried in accordance with the rights of the Brotherhood.

Brother Webster was a young man of much promise. His reserved, but gentlemanly deportment, made him always an acceptable companion, and won for him much respect in the officers of the road as well as in the Division. While we deplore his loss, it is gratifying to know, as a member of the Brotherhood, that he surrendered up his young and hopeful life manfully and in the honorable discharge of his duty.

The engineer of the opposing train can claim no sympathy of the Brotherhood as a body, as he is not a member of the order.—Yet, however hard it seems for parents to lose

a dear son, for a sister to lose an only brother, and for us to lose a valuable associate and a true and tried Brother, we must remember that "to err is human, to forgive is divine."

At a meeting of Division No. 85, B. of L. E. held May 3rd, a committee was appointed to draft resolutions expressive of the feelings of the Division, of condolence to the bereaved and thanks to those who kindly aided in the hour of affliction.

The following were submitted and approved, viz:

Whereas, God in his infinite wisdom has seen fit to remove from our midst our beloved brother, Frederick Webster, therefore

Resolved, That while we mourn the loss of so valuable an ornament to the Brotherhood, we will not forget, that we too are mortal; that these frail bodies of ours, possessing now so much strength and vigor, must ere long, like his, become inmates of the narrow house in the city of the dead, and our spirits return to God who spake them into existence

Resolved, That we deeply sympathize with the aged parents who are called upon to suffer the pangs of the disseverance of all earthly ties to their fondest hopes; and the unavailing grief of the tender sister who deplores the loss of an affectionate brother, stricken down in the midst of health and happiness.

Resolved, That the Hall of Division No. 85, B. of L. E., be draped in mourning for the space of thirty days, in token of our pure regard and high esteem for the integrity of our deceased brother.

Resolved, That we hereby tender our thanks to all the officers for their kind assistance on this solenm occasion, and especially do we feel grateful toward the Assistant Superintendent, H. H. Locklin, for the sympathy manifested and privileges extended us on the occasion of the funeral, whereby we were enabled to bury our deceased brother in accordance with our wishes.

Resolved, That these resolutions be entered upon the records of the Division, and that a copy, with seal of Division thereon, be transmitted to the family of the deceased; and that they be published in the Locomotive Engineers Monthly Journal.

W. H. Greene, L. B. Greene. } Com.

At a stated meeting of Pottsville Division No. 90, B. of L. E., the following resolutions were unanimously adopted.

Whereas, It is with regret we are called upon to chronicle the death of Brother Michael Clemens, who was employed upon the Lehigh Valley & Mahoning Railway, who met his death by the explosion of one of the engines standing on siding at Delano Station. Brother Clemens having occasion to move the engine, was in the act of getting on for that purpose when the explosion took place, he receiving such injuries that caused instant death. He was a young man about twenty-five years of age, of exemplary character, and leaves a wife to mourn the loss of an affectionate husband,

Whereas, We are unable to unravel the mysterious decree of Providence in the removal of our late Brother Clemens, yet we bow with profound reverence to the mandates of the Great Chief of the Universe, and are seriously impressed with the stern reality, that in the midst of life we are in death.

Resolved, That we bow with humble submission to the dispensation of an all-wise Providence and acknowledge God as sovereign Lord of all,

Resolved, That in the death of Brother Clemens this Division has lost a worthy Brother and society a good citizen.

Resolved, That in token of respect for the woath and character of our deceased Brother, our Hall shall be draped with mourning for thirty days, and that a copy of these resolutions with seal of the Div. attached, be presented to the family, and be published in the Locomotive Engineers Monthy Journal.

D. A. Leib, Andrew Quine, Isaac DeLong. } Committee.

Pottsville, July 16th, 1868.

Resolutions passed by Division No. 18, B. of L. E., upon the death of the wife of our worthy Brother, Andrew Eahardt.

Whereas, It hath pleased Almighty God in his mysterious providence to remove from our midst the honored and much beloved wife of our worthy Brother Andrew Eahardt, in a manner as to cause us doubly to acknowledge our total dependence upon His mercy for daily life; and

Whereas, We recognized in her, all those christian qualities which tend to make the true woman whose genial face and noble hearted manner ever won the esteem of those with whom she was associated, one who has left behind her a vacancy which cannot be filled; and which will be more keenly felt by the bereft family,

Therefore be it Resolved. That we do most heartily sympathize with our worthy Brother in his deep affliction, feeling that his loss is our loss; and the breach made in his family is mourned by those of our order who had the pleasure of his late wife's acquaintance; also that the relatives of the deceased should ever hold in rememberance her true and noble character, not mourning as those who have no hope, for though she may have passed from

view, she should not be considered dead ; nor asleep ; but gone before.

Resolved, That a copy of the above resolutions be published in the Engineers Monthly Journal, also a copy be transmitted to the relatives of the deceased.

HARRY STANFORD,
ROBERT M CHAPMAN,
JOHN MCDONALD, } Committee.

EXPULSIONS.

James Stout, Division 75, Reading, Pa., for intoxication.

Lewis Mulford, Division 35, Lexington, N. Y., for intoxication.

Albert Tuttle, Division 29, Brookfield, Mo., for intoxication.

Hugh Henry, Division 82, Urichsville, O., for intoxication.

Geo. Tabor and Wm. Ferris, Division 41, Elmira, N. Y., for non payment of dues.

REINSTATEMENTS.

H. C. Adams, Division 24, Centralia, Ill., Henry Orbison, Division 51, Philadelphia, Pa., H. H. Fish, Division 28, Dayton, Ohio. Chas. A. Taylor, Division 23, Sprinfield, Ill.

SUSPENSIONS.

B. H. Connell, for the space of six months, for unbecoming conduct, Division 50 Pittsburg, Pa.

CORRECTION.

Hiram Roberts, instead of H. C. Wellen, as appears in expulsion list July number.

We wish the readers of the MONTHLY JOURNAL to understand that, in publishing communications, we do not hold ourselves responsible for the opinions of our correspondents.

DIVISION No. 40, PORTLAND ME.—Meets every alternate Wednesday and Thursday evenings, corner Middle and Plumb sts., over First National Bank.
H. B. Wing, C. E.
G. H. Saville, F. A. E.

DIVISION NO. 52, BALTIMORE, MO.—Meets every alternate Sunday, corner Pennsylvania Avenue and Orchard Street, No. 51, at 2 o'clock, A. M. Members from sister Divisions, in good standing, are requested to meet with us when conveniant.
John Macabee, C. E,
J. H. Stephens, F. A. E.
Address: No. 1 Chase Street.

SPECIAL NOTICES.—Locomotive Engineers throughout the Continent, who are desirous of forming Sub-divisions of the B. of L. E., to act in concert with those already organized, are invited to communicate with CHARLES WILSON, C. G. E.
or S. R. MUDGE, F. G. A. E.
Address box 1922, Rochester, N. Y

DIVISION NO 11, INDIANAPOLIS, IND.—Meets every Saturday evening, East of Odd Fellows Hall, No. 62, Washington Street. Brothers in good standing are respectfully invited to attend.
Z. B. Belleo, C. E.
G. W. Tyer, F. A. E.
J. B. Whitsell, Cor. Sec., Box 1250.

DIVISION No. 3, MICHIGAN CITY, IND.—Meets every Saturday evening, third story, Sherman's block, room No. 9, corner of Franklin and Michigan streets, Brothers in good standing give us a call.
F. C. RICHARDSON, C. E.
G. W. IRWIN, FA. E.

DIV. No. 5, NORWALK, O.—Meets first and third Saturday evenings in each month, in Engineer's Hall, Latimer's block, corner of Main street and Railroad Avenue.
ALBERT COLSTON, C. E.
CHARLES STEELE, F. A. E.

DIVISION No. 7, LAFAYETTE, IND.—Meets every Saturday evening, at Reynolds Block, Stone Front, on Main s reet.
A. R. SPAULDING, C. E.
F. HUBLY, F. A. E.
P. O. Box 431.

DIV. No. 10, CHICAGO, ILL.—Meets every Saturday evening, Morrison's block, 155 South Clark street, room No. 10. Brothers in good standing are requested to correspond and meet with us.
J. C. PARKER, C. E.
MARK BARNEY, F. A. E.
G. J. Benjamin, Corresponding and Financial Secretary, 1615 State street.

DIV. NO. 12, FORT WAYNE, IND.—Meets every Saturday evening, 3d floor, Baker's block, Clinton streeet, between Columbia and Main streets.
CLARK SNIDER, C. E.
H. C. BRUSH, F. A. E.

DIVISION No. 14, UTICA, NEW YORK.—Meets every Monday evening, at Brotherhood Hall, over No. 9, Broad street, 3d floor. Members of other Divisions are respectfully invited to attend
J. D. MOSHIER, C. E.
M. J. CARROL, F. A. E.
M. RICKARD, Cor. Sec.

DIVISION NO. 15, BUFFALO, New York—Meets every Wednesday evening, Daniels Block, Wich street. Members in good standing are respectfully invited to attend. GEORGE SEABROOK, C. E.
P. O. Box, 2143. L. B. SKINNER, F. A. E.

DIVISION No. 16, GALLION, OHIO.—Meets every Saturday evening in Spoonhouse's Block, corner of Main and South Streets. Members of the Order in good standing are respectfully invited to attend.
JERRY WIMPLE, C. E.
JUD. BELTON, F. A. E.

DIVISION 17, ALLEGHENY CITY, PA.—Meets every Wednesday evening at half-past 7 o'clock, in Odd Fellows' Hall, north end of hall, and Spears', plow makers, Beaver street, Manchester, Allegheny, Penn.
ROBT. CHISHOLM, C. E.
EDWARD MALONE, F. A. E.
Lock Box 113, Allegheny City, Pa.

DIVISION NO. 18, ROCHESTER, N. Y.—Meets every Saturday evening in Flint's block, 4th floor, corner of State street and N. Y. C. R. R.
AMOS GOULD, C. E.
R. M. CHAPMAN, F. A. E.
CHAS. THOMAS, Cor. Sec.

DIV. No. 53, JERSEY CITY, N. J.—Meets first and third Friday evenings of each month, Odd Fellows' Hall, 49 Montgomery street.
JAMES R. SMITH, C. E.
ALEXANDER JACOBUS, F. A. E.

DIV. No. 54, PORT JERVIS, N. J.—Meets Monday and Saturday evening, alternately, at Engineers' Hall, corner of Front and Sussex streets.
FRANK ABBOTT, C. E.
J. V. COOKSON, F. A. E.

DIV. No. 55, GRAFTON, W. VA.—Meets every Friday and Saturday evening alternately, at Jenkins' Hall, on Front street.
WILLIAM PENN, C. E., Parkersburg, W. Va.
G. H. SPANGLER, F. A. E., Grafton, " "

DIV. NO. 56, KEOKUK, IOWA.—Meets the second and fourth Saturday evenings of each month, in Patterson's block, Johnson street, between Second and Third.
C. W. WAKEFIELD, C. E. Boxes 550 and 120.

DIV. No. 57, PROVIDENCE, R. I.—Meets first Monday and third Thursday evenings, of each month, on third floor, of 62 Wayboffet street. Members in good standing are resspctfully invited to meet with us.
E. C. HULL, C. E.
BENJ. HASKELL, F. A. E.
Address 89 Sheldon Street.

DIVISION No. 58, KINGSTON, PA.—Meets first Monday and third Tuesday evenings, at Masonic Hall. LUTE WELCH, Box 92,

DIVISION No. 59, GREENBUSH, N. Y.—Meets first and third Wednesdays of each month, Odd Fellows' Hall, corner of Ferry and Broadway sts. Visiting Brothers are invited to meet with us.
W. H. LEWIS, C. E. Box 66.

DIVISION No. 60, ROCK ISLAND, ILL.—Meets first Saturday and third Friday of each month, at their Hall, in the passenger depot, Davenport Iowa, at 6 p. m.
JOHN L. RAMSEY, C. E.
J. E. MORREL, F. A. E.
P. O. Box 463.

DIVISION No 62, GALESBURG, ILL.—Meets in Odd Fellows Hall, every Saturday evening, at 7 p m.
S R CLARK, C E.
JAS C NASH, F A E.

DIVISION No. 65, CHILLICOTHE, OHIO.—Meets every Friday and Saturday alternately.
F. C. WASHBURNE, C. E.
W. M. BALL, F. A. E.
Box 483.

DIVISION No 67, DUNKIRK, NEW YORK.—Meet at their hall, in the Erie Railway Building, on Front street, Dunkirk, N Y, every alternate Saturday evening, commencing Feb. 1st, 1868. Brothers from other divisions are cordially invited to visit and correspond.
A. N. Judd, C. E.
John Foss, F. A. E.

DIVISION No. 69, ATLANTA, GA.—Meets every Friday evening, at 8 p. m., in No. 1 Fire Company's Hall on Broad street,
J. J. ADCOCK, C. E.
F. M. BERRY, F. A. E.
P. O. Box 92

PENN TREATY DIVISION No. 71.—Meets in Union League Hall, Frankford Road and York street, Kensington, Philadelphia, on the named dates: Jan. 7th, 12th, 21st, and 26; Feb. 4th, 9th, 18th, and 23d; March 3d, 8th, 17th, 22d, and 31st; April 5th, 14th, 19th, and 28th; May 3d, 12th, 17th, 26th, and 31; June 9th, 14th, 23d, and 28th; July 7th, 12th, 21st, and 26th; August 4th, 9th, 18th, and 28th; September 1st, 6th; 15th, 20th, and 29th, October 4th, 13th, 18th, and 27th; November 1st, 10th, 15th, 24th, and 29th; December 8th, 13th, 22d, and 27th. The members of the fraternity are cordially invited to meet with us.
George Argue, C. E.
Daniel H. Fowler, F. A. E.

DIV. No. 73, MADISON, WIS.—Meets first Wednesday and third Saturday of each month, in Odd Fellows' Hall. Members in good standing are respectfully invited to attend.
J. H. WHITNEY. C. E.
S. C. BOUTWERL F. A. E.
Address box 250.

DIVISION No. 74, HARRISBURG, PA.—Meets in College Block, Third street, between Market and Walnut, every Saturday at 7½ a. m.
J. A. SPONSLER, C. E.
E. N. JONES, F. A. E.
P. O. Box 160

DIV. No. 75, READING PA.—Meets every Saturday evening, corner of Seventh and Penn streets, at 8 o'clock, p. m. Brothers give us a call; we are always on time. All communications addressed to W. R. Lewis, Box 501.
W. C. KEFFER, F. A. E.

DIVISION No 78, LOUISVILLE, KY.—Meets every Wednesday evening, at Robinson Hall, Eighth street, near Jefferson, at 7.30 p m.
J A SANFORD, C E.
A R ELLIOTT, F A E.

DIV. No. 81, WYANDOTTE, KANSAS.—Meets second and fourth Saturday evenings of each month, in Sons of Temperance Hall, Nebraska Avenue, McGrewe's Block, between Second and Third streets.
L. H. WAUGH, F. A. E.
P. O. Box, 152. Lawrence, Kansas;

DIVISION No, 82, URICHVILLE, OHIO.—Meets every Wednesday evening at Boveg's Hall, between Front and Main, on Third Street.
C. A. HUNT, C. E.
GEORGE MCMULLEN, F. A. E.

DIVISION No. 84, RURLAND, VERMONT.—Meets on the first and third Tuesdays of each month at old Masonic Hall, Merchants' Exchange, at 8 p. m. Members of the fraternity in good standing are cordially invited to meet with us.
Z. B. Davis, C. E., Troy N. Y.
H. 3. Lee, F. A. E. Rutland, Vt.
Division address, Box 177, Rutland, Vt.

DIVISION No. 87, TROY, NEW YORK.—Meets every first and third Wednesday, at Druid's Hall, 333 River street. Visiting brothers are respectfully invited to attend. S. F. GREGORY C. E.
JOHN E. FAFFELL, F. A. E.
P. O. Box 168.

DIVISION No. 92, PEORIA, ILL.—Meets first and and third Saturday evenings, of each month, at the Good Templar's Hall, corner of Adam's and Main sts. Members in good standing are respectfully invited to meet with us.
H. H. BRADIE, C. E.
C. L. BURLINGAME, F. A. E.

DIVISION NO. 19, BLOOMINGTON, ILL.—Meets first and third Saturday evenings of each month, at Engineers' Hall, corner Main and Jefferson sts.
WM. ERNING, C, E.
STEPHEN AKERS, F. A. E.

RICHMOND DIV. No. 20, LOGANSPORT, IND.—Meets every Sunday, in Tipton Hall, Fourth street, at 2 o'clock p. m.
G. M. BENNETT, C. E.
ROBERT JOHNS, F. A. E. } Richmond, Ind.
C. A. FRANCISCO, Cor. Sec.
Address Box 351, Logansport Indiana.

DIV. No. 23, SPRINGFIELD, Ill.—Meets every Friday and Saturday alternately, west side Public square.
G. H. HOUGH, F. A. E.
O. T, JOHNSON, C. E.

DIVISION No. 24, CENTRAILA, ILL.—Meets every Saturday evening, in Odd Fellows Hall. All worthy brothers are cordially invited to meet with us.
E. P. PHELPS, C. E.
M. VAN PATTEN, F. A. E.

DIV. No. 25, TERRE HAUTE, IND.—Meets every Saturday evening, Engineers' Hall, corner Main and Third streets.
W. F. MORGAN, C. E.
R. H. NICHOLSON, F. A. E.
Box 232. A J SHERBURNE, Cor. Sec.

DIVISION NO. 29 BROOKFIELD MO—Meets first and third Wednesday, and second and fourth Thursdays of each month, in Roberts Building, second floor Main street. I. N. WILBER, C. E.
P. O. Address, Box 90. J. R. MYERS, F. A. E.

DIVISION No. 28, DAYTON, OHIO.—Meets alternate Saturday evenings, in their hall, Dickey's new building, corner of Ludlow and Sixth st eets.
CHARLES FELLOWS, C. E.
W. L. WRIGHT, F. A. E.,

DIV. NO. 30, PHILLIPSBURG, N. J.—Meets first and third Friday, and second and fourth Saturday, at B. D. R. R. depot, fourth story.
CALEB KITTELL, F. A. E.
T. D. VOORHEES, C. E.
Address box 259, Easton, Pa.

DIVISION No. 31, CLEVELAND, OHIO.—Meets first and third Saturday evenings, in each month, at Temperance Hall, 184 Superior street.
T. B. CUYLER, F. A. E., C. & P. R. R. Shops, Cleveland, Ohio.

DIV. No. 32, AURORA, ILL.—Meets every Saturday evening, at No. 21, Broadway.
W DEMPSTER, C. E.
Box 440. EW'D KUCHENE, F. A. E

DIV. NO. 33, NASHVILLE, TENN.—Meets every first and third Sunday, in each month, at 10 o'clock A. M., in Engineers' Hall, fourth floor of Union and American Block, cir. Cherry, and Church sts., opposite the Maxwell House, Visiting brothers always welcome. R. F. HAMILTON, C, E.
Address H. C. SHEETZ, F. A. E. Lock box 66.

Mt. SAVAGE DIVISION, NO. 94, MD—Meets the first and third Wednesdays of each month, Odds Fellows Hall. Brothers in good standing are invited to visit us. B- MORRIS, C. E.
CHA. A. HOUSTON, F. A. E.

DIV. NO. 34, CINCINNATI, O.—Meets first Thursday and third Fridays of each month, in Temperance Hall, 17th Ward.
JOHN S. WILSON, C. E. 1188 Front St., Cin., Ohio.
A. F. WEBB, F. A. E., Columbns, Ohio

DIVISION No. 37, LITCHFIELD, ILL.—Meets every alternate Saturday evening in Odd Fellows Hall, State street, West Philadelphia Public squair.
HENRY JACKSON, C E.,
ANSON GUSTIN, F. A. E.

DIV. No. 38, MARTINSBURG, W. VA.—Meets every Wednesday evening, in Boaman's Hall, Queen street, next door to the National Bank of Martinsburg. All members of the Brotherhood in good standing are respectfully invited to meet with us.
JACOB TRAM, C. E.
J. D. COPENHAMMER, F. A. E.
GRAFTON DARBY, Cor. Sec.

DIV. No. 39, SEYMOUR, IND.—Meets first and third Friday and second and fourth Saturday evenings of each month. Visiting brothers cordially invited.
ISAAC APGAR, C. E.
Box 261 RICHARD GOODELL, F. A. E.

DIV. No. 42, CARONDELET, MO.—Meets second and fourth Saturday evenings of each month.
JOHN C. THORPE, C. E.
BERNARD SMITH, F. A. E.

DIVISION No 44, ALTOONA, PA.—Meets the second and last Saturday evenings of the month, in Patton's Hall, Virginia street.
JOSEPH BROWNE, C. E.
J. K. RUSSELL, F. A. E.
Address J. K. Russell, Tyrone, Penn.

DIVISION NO. 45, WEST PHILADELPHIA, PA.—Meets alternate Sundays, commencing February 17th, at 37 and Green street.
W. R. IRWIN, F. A. E

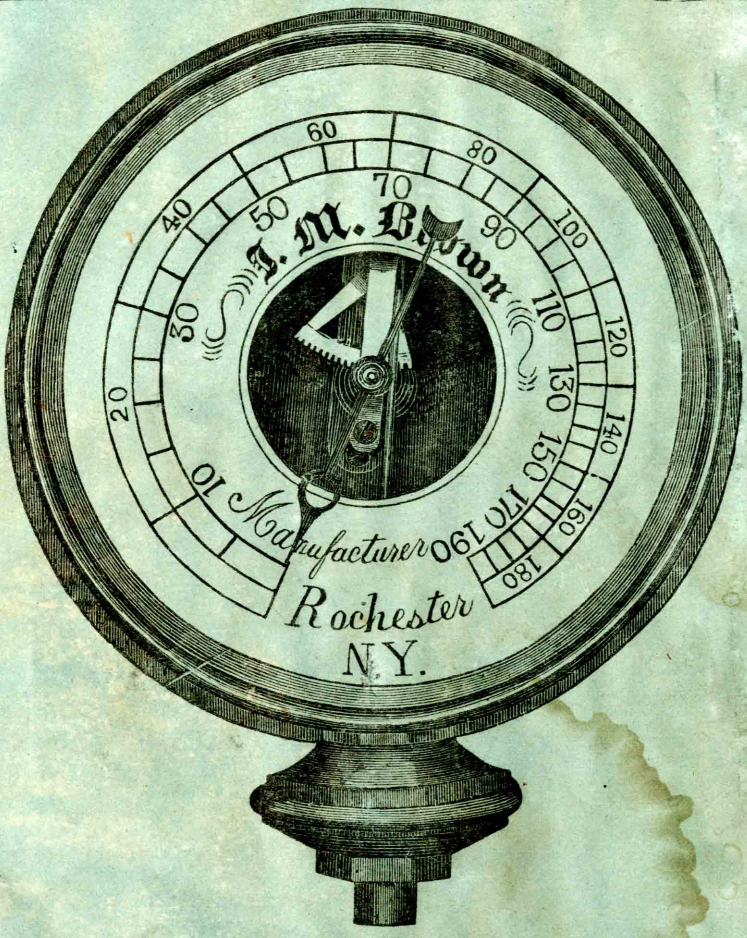
DIVISON 46, ALBANY, N. Y.—Meets every Monday evening, at their Hall, No. 51, Jackson st.
P. M. ARTHUR, C. E.
WM. C. MANNING, F. A. E

DIVISION 47, HORNELLSVILLE, N. Y.—Meets Wednesday and Thursday evenings of each week alternately, at Engineers' Hall, corner Main and Church streets.
E. I. GILBERT, C. E.
CHAS, B. WILLOR, F. A. E.

DIVISION No. 48, St. Louis, MO.—Meets first and third Saturday evenings of each month, Summit Avenue, between Cooper street and Chouteau Avenue. Pacific R. R. Shop. FRANK LEWIS, F. A. E.

DIVISION No. 50, PITTSBURGH, PA.—Meets every Sunday afternoon, at 2 p. m., Odd Fellows Hall, Penn street, Fifth Ward
HUGH JOHNSON, F. A. E. No. 8 Alleghany, st. 9th Ward

DIV. NO. 51, PHILADELPHIA, PA.—Meets January 12th and 26th, February 9th and 23d, March 9th and 23d, April 9th and 20th, May 4th and 18th, June 1st, 15th and 29th, July 13th and 27th, August 10th and 24th, September 7th and 21st, October 5th and 19th, November 2d, 16th and 30th, December 7th and 21st, in Franklin Hose Co.'s Hall, corner of Broad and Fitzwater streets.
L. D. TUFTS, F. A. E.
Address box 1,017, Clement street.



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VOL. 2. OCTOBER, A. D., 1868. NO. 10.

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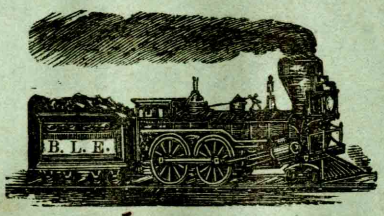

DEVOTED TO THE INTERESTS OF THE LOCOMOTIVE DEPARTMENT OF RAILROADS.

Published by order of the Grand International Division,

UNDER THE IMMEDIATE SUPERVISION OF

CHARLES WILSON, G. C. E., AND S. R. MUDGE, F. G. A. E.

FORT WAYNE, IND.

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THE

LOCOMOTIVE ENGINEERS'

MONTHLY JOURNAL.

VOL. 2. OCTOBER, 1868. No. 10.

INTERESTING TO RAIL ROADS AND THE PUBLIC.

THE RAIL ROAD CASES AT FRANKLIN.

To the Editor of the Pittsburgh Commercial:

The cases of the Commonwealth vs. Thomas Bell, and same vs. John W. Blade, tried last week before the Venango Court of Quarter Sessions, were of great interest to Railroad employees in particular, and to the community in general, being the first cases under the act of Assembly, approved March 22d, 1865: To promote the safety of travelers on railroads, and to punish negligent and careless employees thereof."

This act makes it a misdemeanor for any empleyee to refuse or neglect to obey any rule of the company employing him, or by reason of negligence or wilful misconduct, to fail to observe any precaution or rule which it was his duty to observe, if injury to, or death of any person or persons "shall thereby result," and under this act the parties named were seperately indicted. The indictment against Bell had three counts, and that against Blade five; the first count in each indictment charging "general negligence in running his train," and the other counts charging violations of specific rules, one of which was that the train was being run without a bell rope, in alleged violation of the rule of the company, which required "every passenger train to have the rear end of the last car connected by a bell rope with the signal bell of the engine."

These cases were founded upon an accident which occurred on April 27th, 1868, to an accommodation or "mixed train," on the Allegheny Valley Rail Road, near Scrubgrass Station, whereby the passenger coach was thrown down an embankment into the river, injuring several persons, (one or two severely, but not fatally,) among whom was a Mrs. Hoover. The train was being run by John W. Blade, as conductor, and Thomas Bell, as engineer, and this prosecution was at the instance of Mr. Hoover. The case turned upon these three points:

1st. The condition of the track at the place of the accident.

2d. The speed of the train, charged as being recklessly excessive and unsafe.

3d. The absence of a bell-rope.

The evidence for the Commonwealth stated that the speed was thirty to thirty-

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five miles per hour; one witness said forty, but none of the witnesses had any idea of the time consumed in going from Scrubgrass to the scene of the accident, stated as one and three-quarter miles.—At thirty-five miles, (witness said speed was reached in a half mile after leaving Scrubgrass,) it would have required "three minutes and fifty seconds" to go that distance. The passenger coach ran two hundred feet on the ties and then went down the embankment. One witness said he discovered the baggage car was off the track, "and reached for the bell rope" but found none. Two of the witnesses who testified to excessive speed, were "across the river"—one ploughing, the other attending an oil well; the former said the train was running "as fast again" as usual, the latter said "three times as fast." It was admitted that there "never had been any bell rope" on this train.

For the defense, the Conductor testifies that the speed was about as usual; his attention was not called to it by any apparent excessive rate, and he had no occasion to use a bell rope to stop or check the train. He thought the speed was about twenty miles per hour; that he occupied five or six minutes in going from Scrubgrass to the scene of the accident; that he had time to go through the car to collect all his tickets and fares, and had just brought in a man from the rear platform when he found the train was off the track, and the next instant the coach went over. He was considerably injured. He attributed the accident to a broken axle under the baggage car.

This testimony was supported by that of a person in the baggage car, who saw a wheel fly out before the car went over; also, by the broken axle found on the track, with a slight flaw in it, and by concurrent testimony as to the speed, being about as usual. The train was shown to be a "mixed" train, with but one freight car on at the time, but running with as many as twenty freight cars at times. The train had been delayed at Scrubgrass twenty-five minutes getting "orders" by telegraph. The Assistant Superintendent testified to marks on the ties corresponding to a broken axle. The fact of "no bell rope" was dwelt upon strongly by the prosecution, and apparently relieved on for conviction.

(Mr. Pitcairn, of the Pennsylvania Railroad, and Mr. Shinn, of the Fort Wayne Railroad, were put on the stand as "experts," to testify as to the speed of trains "when in full motion," a garbled account of which appeared in the city papers. The former stated that a mail train stopping every five miles, with "schedule time" average (including stops) of twenty miles per hour, would have to run at the rate of thirty-five to forty miles per hour when in full motion. The latter stated thirty to thirty-five miles per hour, and for a "mixed train scheduled at twelve miles per hour (owing to length of stops, handling freight and shifting cars) twenty to twenty-five mile speed when in full motion; and in answer to the question, Would a rate of speed of forty miles per hour, on a reasonable good track, be safe?" answered, "It would." In proof of the correctness of this, the writer timed the mail train on the Allegheny Valley Railroad next day, when in full motion, and found it thirty-three miles per hour, its schedule being twenty-one miles per hour.

The prosecution was conducted solely by private counsel employed by Mr. Hoover, the Prosecuting Attorney only lending his name—and its conduct was scarcely such as to warrant a belief that it was to further the ends of justice, but rather to make out a case for vindictive or exemplary damages against the A. V. R. R. Company.

The conduct of the leading Attorney was such as to cause the withdrawal of one of his associates, and deserved the name of "pettifogging" in his treatment of both counsel and witnesses.

Under testimony, these men were sought to be convicted of a misdemeanor.

There were two remarkable points presented on the trials.

The ruling of Judge Trunkey, in excluding certain evidence for the defense, was worthy of special notice. It was claimed by the defense that the company (whose rules were in evidence, and for violation of which the defendants were being tried) had "never furnished a bell rope" for this train, and did not consider a "mixed train" as governed by the bell rope rule, and they called Mr. Blackstone, the Superintendent, to prove these facts, the "admission of which would have relieved the defendants" of the offense charged, so far as having no bell rope was concerned. Judge Trunkey, refused to allow this testimony to go to the jury, remarking that "You might as well call a member of the Legislature to construe an Act." With all due deference to the Judge, whose legal knowledge may be supposed to exceed his railroad experience, his ruling on this point was clearly opposed to all common sense, and the "spirit of justice," while his illustration was about equal to the decision. Mr. Blackstone testifies that he issued the rules, and every one who knows anything about railroad organization, knows that the Superintendent has all the authority to make rules, and alter, suspend or abolish the same at pleasure. This must of necessity authorize him to "construe" them. To apply Judge Trunkey's illustration to the real state of facts, the Superintendent is the whole Legislature, the Court to construe and interpret, and the Executive to enforce his rules. There is no co-ordinate authority.

The same gentleman was called to testify as to the character or reputation of Mr. Bell, and testified that Mr. Bell had been an engineer on the road of which he was Superintendent for several years, and was proceeding to say what he knew of his character as an engineer, when he was interrupted by the prosecution with the question, "Have you ever heard him talked about?" And Judge Trunkey decided that he could only testify to Mr. Bell's "general reputation among the community in which he lived." This may be law, but is very uncommon sense. A man's reputation must consist of mere "hearsay," what A. B., or C., his neighbors, who may be tailors, shoemakers, etc., say of him "as an engineer," while his Superintendent may not testify of what he knows of his character from years of experience with him, nor may he testify to what the men who run with him, say of him, they not comprising the "community in which he lives." I am told that the courts of Allegheny County allow a soldier's reputation as a soldier

or man to be proved by the regiment or company in which he served, a marked departure from Judge Trunkey's rigorous ruling. The jury in Blade's case found him "guilty of running without a bell rope" on the first count of the indictment, and not guilty as to the other counts. As the first count made no mention of a bell rope, but charged "general negligence," this verdict was a fitting terminus to this remarkable case.—The jury in the Bell case disagreed. A word as to this bell rope question.

First, as stated, it would have been proved, if permitted, that the rules of the company, as construed and enforced by the Superintendent, did not require a bell rope on this train; and second, the absence of a bell rope did not cause or contribute to the accident, or injury to the persons resulting therefrom, nor would a bell rope have prevented the accident—and why? Because the conductor testified that he was not alarmed, saw no necessity and had no desire to check or stop the train, and therefore would not have used a bell rope, and the only passenger who had any desire to use the bell rope testified, "When she jumped from the track I jumped to my feet to pull the bell rope, and found there was none. "Had there been a bell rope, and had he pulled it, would it then have avoided or modified the accident? He continued: "The next instant the car went over the bank into the river."—This shows that the want of a bell-rope did not cause the accident. Third.—Railroad men know that a bell-rope on a long train of freight cars is an uncertain dependence, and as this train had usually many more cars, it could not generally use a bell-rope to any advantage.

These facts, apparent to one who has no interest in these cases, other than to "see justice done" to these men, are submitted as being of interest to many of your numerous readers.

FRANKLIN.

An Evening with the Locomotive Engineers.

On Wednesday last we were favored with an opportunity to visit the rooms of the Brotherhood of Locomotive Engineers, on Howard street. This is the headquarters of the Boston Branch of this body. The association is organized to promote the welfare of engine drivers, and thus the public good.—They seek to educate themselves, and lay hold of every means that may tend to this end. On the occasion mentioned, there was a special meeting to listen to Mr. Norman Wiard, of Philadelphia, on boiler explosions. This gentleman has had twenty years experience, is a very intelligent observer, and is a man of very large fortune, acquired by mechanics. He began by saying that the importance of the subject was shown by the following facts: There were 5,000 boilers in New York alone; 60,000 in the United States, all in daily operation. A locomotive boiler explosion, or rather, the average boiler mortality from explosion, was 1 in 85 "annually;" average monetary cost of each explosion of all boilers, $25,000. The deaths average 21-10 men to each explosion.

The gentleman alluded to the theories of explosions. Having made a speciality of visiting exploded boilers for twenty

years, in all parts of the country, from experience he says that the ordinary idea that the cause lies in the neglect by the engineer, by allowing the water to get too low, is fallacious. "Except in case of actual flaw," the ruptures always are found in the strongest and toughest parts of the boiler. This shows that the explosion is not due to pressure. If this is not so then we must accept the absurdity that a substance subjected to strain will not first rupture in its weakest part. In the line of riveting it has been ascertained by tests that a boiler is weakened 43-100. If you take two ropes together, one twice as strong as the other, and brake them by rupture, the weaker, of course, must break first.

But boilers do not rupture at the weakest points. Nor is the cause in the water's assuming a spheroidal condition and then suddenly turning into steam, as thus the rupture would be in the weakest part. So of all other theories which involve an expansive force arising from the steam or water. It is impossible here to follow the lecturer through all his statements. It is sufficient for the public, who have an intense interest in this terrific subject, to know to what conclusion he has come. It is this:—When a piece of iron is heated it expands, the force of expansion being equal to a force which would pull the iron out to the extent of expansion, which obviously is enormous. A heated boiler expands. If its contents are homogenous the expansion is equable. But it contains water in two physical states which are not homogenous. i, e., steam and water. Steam can be superheated, water cannot,—the quantity of heat being limited by the existing pressure. At 100 pounds to the square inch the water temperature is about 301 degrees Fah. The steam may be twice that or more. This heat will expand the boiler top more than the bottom, with a force that is enormous, and the excess of force causes, if we understand the theory aright, the explosion.

The lecturer announced a method of his own to avoid the superheating of the steam, by a simple contrivance to equalize the heat of the boiler all over. It is a self-acting injector, which takes the water from the bottom of the boiler and carries it to the top, where there is a variation in the heat, so that uniformity is secured. The most striking result, aside from explosive impunity is a gain of steam space. There is a saving in fuel. The water in the boiler required to accomplish a certain amount of work is very much less than usual. On one engine the saving amounted to nearly one-third the fuel. The invention has been tested on the Pennsylvania Central Railroad with success, and it is said the appliance is to be put on all the engines of that road. We understand that the enterprising authorities of the Lowell road have applied it to the engine Rumford, and there was a grand test excurtion on Saturday of last week, between Boston and Lowell.

The lecturer showed an extensive and accurate knowledge of the subject. He illustrated his discourse with apparatus. It was interesting to see the quiet but appreciative attention of the audience, who were all locomotive engineers except the writer. They are a peculiar class of men, a creation of modern civilization,—men who daily ride at high

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speed, as it were, in the very jaws of death and over furnaces of destruction; men who are obliged to have skilled powers of observation and are trusted with the highest responsibilities in the running of trains freighted with valuable lives. As would be expected they made a good show in physique, while their countenances displayed signs of intellect which would have graced a collection of educated men. We fear the public do not fully appreciate this class of mechanics. Let a train be run off by a careless driver and he is made to feel the weight of public disapproval. But when by skill and tact he keeps the train on the rails and makes time all right, no matter to what contingencies exposed, ten to one the conductor gets all the credit and the true conductor is forgotten. It is the story over again about the poor wise man.

WOBURN, MASS., Sept. 1868.

A New Mode of Inspecting Boilers.

I is a trite saying. that "we live in an age of progress," and because its truth is so universally conceded, we don't suppose our readers will be much surprised to learn of a new application of an old "system." It came to our notice on this wise: A few days since, our "editorial meditations" on the subject of boiler explosions, and the various hypotheses by which their phenomena are so satisfactorily (?) accounted for, were interrupted by the entrance of a stranger, who inquired of us, in a manner indicating the performance by him of an unpleasant duty, concerning the inspector's whereabouts. Quoth he, "I've got a small biler in use out here in ———, (naming a village not many miles away,) which I s'pose I've got to have inspected, as the law makes me liable to a fine if it ain't done, and so I called in to see about it." His query having been replied to, he volunteered this opinion: "I don't consider this inspection wuth anything to me, for I've had my biler inspected by a higher power." "Ah! have you? How is that?" We inquired, having a desire to be advised of all the improvements which may be made in our line of business. He replied with the air of a man communicating an important fact, and standing forth in the calm consciousness of a superior intelligence, "I had a clairvoyant examination of my biler" a few days ago, and the medium told me that it was "allright," clean and nice inside, and safe to run.—So saying he withdrew, leaving us to ponder on the revelation. To those unskilled in the mysteries of boiler inspection, this discovery may seem to signify little, but we are sure it will excite a peculiar interest in the minds of our friends of the "inspection corps," who have been accustomed to regard the process now in vogue, as a rather laborious way of accomplishing what the Frenchman called "making his bread of ze perspiration of ze eyebrows."

In their "mind's eye" they will note a change as they anticipate the experience of the coming summer months.—Instead of a sturdy looking man, grimy, perchance, with soot and ashes, and clad in a suit of well worn "dirt-proof," busying himself with hammer and pump; or striving, with many contortions, to insinuate himself into a manhole which is several sizes too small for his broad shoulders; or coming panting "to the surface" for air, after having made a practical test of the question, how much heat a human being can endure without being converted into a roast;—instead of all this, they see a benevolent looking old gentleman, bidding defiance to the rays of the summer sun, in a suit of spotless linen, and wearing a huge "panama," who enters the boiler room, and after gazing abstractedly about him for a moment, sinks into an easy chair and composes himself for a "siesta," while an attendant briskly prepares to record the words of somnolent wisdom as they shall drop from his lips.

"General appearances of interior good," he murmurs (intervals of snoring—) slight incrustation—1-64th of an inch—thick, on crown sheet—some corrosion—around fourth and fifth rivets—of second plates—from rear end—boiler safe—at a running pressure of—eighty—pounds." Gently unclosing his "mild blue eye," he draws his bandanna across his massive brow, affixes his signature to the certificate of inspection, and mechanically depositing the fee in his well lined wallet, he departs. Perchance the next effort of his sleepy genius may be to prescribe in a similar way for some unknown "mortal" who sends but a "lock of hair" to assure our friend of his or her actual personality.

You see, gentlemen of the inspection department, what an immense amount of uncomfortable experience would be avoided should the new system go into general use, and it may be that a few lessons would suffice to make you all adepts in the new art.

ALLEGHENY DIVISION, No. 17, B of L. E., Sept. 12, 1868.

BROTHER MUDGE:

DEAR SIR:—I receive my Journal regularly, and with pleasure, every month, and as I turn to the inspection of its valuable and interesting pages, I invariably run against some Brother harping, yes, "still harping" on insurance. This is right; at least I think so, and as an amatuer harpist I have concluded to join the band myself. I have a new kind of a string to my harp though, which may produce some discordant sounds and spoil the music for a time, but still, I am vain enough to believe that we will all be able finally to tone our instruments down to that harmonious key which is so essential to the wellfare and being of our organization and its members.

I have reviewed with much interest the earnest and able arguments set forth in the Journal by "critic" and others, for and against our present system of insurance, but have thus far been unable to change my first views in regard to it, which are these: "If it is not the cheapest, it is the safest and most direct in its beneficial applications of any system of insurance that we can invest in." Presuming this question to be settled, another of equal if not greater importance presents itself, not to my mind alone, but to the minds of many others with whom I have conversed. Have we not in our anxiety to make provision for our families in the event of our being taken away, neglected to make provision against those sorrowful events which are so likely to overtake us and our families while we are living; while we think we have done

well to make provision for our families at our decease, let us reflect for a moment and see if we have not been unjust to ourselves. We must remember that when we united ourselves with the insurance association, we agreed to pay the sum of one dollar to the widow or heirs of each and every deceased member thereof; or, failing so to do, forfeit all rights and benefits in the same. We must also remember, that there are times in the trying history of man's advent here on earth, when he owes everything to himself and family, and nothing to his fellow men. "Charity first begins at home." Let us illustrate. Brother A. B., is an engineer in good standing and a member of the insurance association; he is an honest, economizing, industrious man, but a man whose circumstances and surroundings in life are such that he is not permitted to gain much, if anything beyond a fair living; while he works he pays all due demands and everything goes well. But there is another side to the picture. Let us suppose, nay; "let us behold," the lacerated and bleeding form of Brother A. B., extricated from the ruins of his once beautiful and spirited iron horse, and carried home to his family, there to languish with pain and suffering for weeks and perhaps months; or, behold him if you will, stricken down with some protracted illness; in either case what is his condition, financially considered? His expenses are not only the same as they were when he was at work, but they are fearfully augmented by the addition of doctor and druggist bills. The little money which he may have laid by, is gone; he is growing deeper and deeper in debt every day; he has gone to the extent of his credit, and beyond his ability to pay, for years, should he ever be permitted again to resume his labor; destitution and want grimly stares the suffering man and his family in the face; he has been notified of an assessment, and knows the consequence if it is not paid; the Division Treasurer visits him and with kind and sympathetic language endeavers to cheer him up for a time, and finally before taking his leave officially informs him that the assessment is about due,—that he wishes to remit the amount to headquarters, &c. What are the feelings of that man in such an hour of grief? With a faint and glimmering hope for the future, he is still unwilling to make known his true condition, and loathfully replies, "I will try and make it right in a few days; the few days come, and with them only darker prospects; charity is slow to act, and finally it is too late, his insurance policy is forfeited, and all is lost; the poor man sinks in despair; he is dead; and what is the result? What is the condition of that family? We have before us so many living witnesses to such a condition that I deem it unnecessary for me to portray it here; but suffice it to say, that the bare thought of such a reality "should be enough" to arouse the philanthropic feelings of every heart to action.

In view of such contingencies as the one I have endeavored to describe, I ask the question; have we done our whole duty in this matter of insurance? My answer is "no," nor will we have done it until we have organized and put into operation a mutual health and accident association, and cary it on conjointly with the life insurance association. In my opinion such an organization is eminently necessary to the success of the other; for without it how many may fail to meet their assessments, thereby rendering the last hopes of their families vain and futile.

Are there those among us who are so abundantly supplied with the riches of the world that they can look with calm indifference to the future and say there is no need of such an organization?—I would that all were so; but I fear they are like angel's visits, few and far between.

Are there those among us who are relying with implicit confidence on a prosperous future, and say we fear no need? To such let me say, that to-day knows not the wants of to-morrow.

I have endeavored in a rude manner to show the necessity for organizing a mutual Health and Accident Insurance Association, and I sincerly hope that it may be done. As to how it should be organized, or upon what basis, I do not feel privileged to dictate, neither have I any particular plans to offer, but I would suggest, first, that when the number of members to the Life Insurance Association have exceeded 2,500, (which I believe they have already,) I would make $2,500, the fixed value of the life policy, and reduce the assessments on the members accordingly. Say there are 4,000 members and we wish to raise $2,500, the amount for each member to pay will be 62½ cents, instead of $1,00. $2,500 will make our families comfortable, and we will have 37½ cents out of each assessment (under the present system) to assist in keeping that $2,500 policy good in cases of sickness or accident, as well as to aid in assisting one another in such cases. Is it not better to divide the thing up in this manner, and equalize it between the two organizations, than to keep it all in the one. to bestow upon our families when we are gone, and in the attempt loose it all? What say you to such a proposition; is it not an equitable one?

I would suggest further, that we agree to pay enough to each member of such an organization to enable him to keep down all reasonable expenses, say $70 per month. Then let us suppose that there are 4000 members, and ten per cent. of that number (which would be 400) were to be laid up by sickness or accidental causes one month each per year, the amount for each member to pay to each man so laid up, would be 1¾ cents or $7,00 per year on the whole.—Now let me ask where is there a man who would not willingly pay the sum of seven dollars to insure him against the loss of one months time or more which he is so "likely" to loose by sickness or accident in the course of one year. I may have put the per centage rather low, but taking my own case for an example, (although I am but human, and am liable to all the ills that flesh is heir to,) I believe I can truthfully say that I have not lost six weeks time either by sickness or accident, during the entire ten years in which I have run a locomotive engine; and judging further by the past and present healthy condition of the members of Division No. 17, and the very few who have been laid up by accident, I am confident that it will not run higher than the amount above stated.

That the brethrer may all come to see the necessity for such an asssociation so that each Division may instruct its Delegate to the Grand Division to legislate for its speedy organization, is the sincere wish and desire of

Very Respecfull and Fraternally yours,

M. V. MILLER.

LONDON, C. W., Sept. 15th, 1868.

DEAR MR. MUDGE:

In reading the August number of your valuable Journal, I find many interesting letters from correspondents that take an interest in your noble work; and now dear editor allow me the privilege and pardon my presumption for troubling you in your important business moments to look over this note and herein find the sentiments of the one who so much delights in your good work. And now sir, allow me to inform you of the great change that has taken place amongst railroad engineers, and firemen also; to the great surprise of rum sellers. My dear sir, it is not long since, when an engineer was considered by Canadian citizens, nothing but a "bar-room" pillar, but thank God such thoughts are fast dying away. O! I would to God that such would forever disappear from engineers and railroad men in general. Sir you could, if you were here on a Sabbath, see many of the engine men with their families, wending their way to the house of God, apparently in true happiness. What a blessing that is, and now sir, I must tell you that since my husband joined the B. of L. E., nothing but comfort exists in and around our home, for we live as happy as the "Bab's in the Woods," with once in awhile an engineer calling to see my husband, and whilst I am busy with domestic affairs I hear them giving you and the Brotherhood praise for the great good you are doing in the land. It appears to me, a great reformation.

I hope your Journal will prosper; and if you will allow me a space equal to that known as the "childrens corner," I will be happy to drop you a line in my illiterate and humble manner, when time and circumseances will permit.

As I am expecting my husband in on the train from Detroit, I must bring my letter to a close and get dinner ready.

So good by for the present, and God bless you "all," which forever be the prayer of your Brother's wife

NANCY.

GRAFTON, W. V., 1868.

MR. S. R. MUDGE:

Being the wife of an engineer, and residing in the town of Grafton, where the sound of moving locomotive engines are seldom hushed, by day, or by night, and oft receiving the sad news of some accident occurring to those whose duty it is to attend them. Either a leg, arm, or some member of the body broken, cut off, or so mangled, that the Surgeon seperates for all time, the body and its member, or perhaps in an instant the soul "by death" is seperated from the body, its earthly tabernacle, and sent to try the unalterable laws of eternity.

Thus, you can comprehend from my locality and the occupation of my husband, if in possession of a contemplative mind, it must be, that care, suspense, and strong impressions will attend me, relative to my husbands safety and welfare amid the vicisitudes and dangers connected inseperably with his occupation. But to protect or shield our husbands from those dangers, is beyond the power of the most loving, and most constant wife. So, as the old adage goes, "we have to grin and bear up under all these trials as well as we can."

But, though our minds may necessarily be oppressed, and we physically incapacitated while our husbands are away upon their duty, we have one great consolation, and that is to know that the engineer's Brotherhood organization, though now in its infancy, has done and is still doing great thing for us, and I hope and believe will yet do greater things in the future as it grows and increases in power. I say so, judging the future from the past.

The medium from which we women know this, is not that we are members of your order, with you to attend and hear and see what is done at your meetings; enough, without that privilege, is transpiring before our eyes, that amounts to great consolation to us, that has been brought about under the influence of your united Brotherhood. We have the Monthly Journal, that comes to us, in the pages of which we can learn what is transpiring for the benefit and good of engineers and their families in most of the States of the Union. We see and appreciate the good work begun and carried on, affecting not only those united with the organization, but extending its influence throughout this broad land, as far as thinking man has knowledge of its existance. And again our own eyes can see, here in our section, a great change has been effected, in certain classes, we see them now when from their labors, consulting mutually as to the best mode of living and doing right, of pleasing God, and to meliorate the condition of their fellow men; we see them attending church, and mingling with the best of society, whereas a few years ago they would frequent the grog-shops, there to spend their money, mingle in corrupt society, unfit themselves for business, blunt their understanding, while (those who had wives and families,) their families at home would have to feel many privations in consequence. I do not appreciate the organization merely for the principles of benevolence involved and to be carried out, but more especially for those Divine-like laws or rules adopted, requiring the members to be diligent in trying to imitate God in his goodness, to love one another fraternally, to help each other to contribute to the wants of the needy, &c., and to look to and rely upon the God of Heaven and earth, assuring them that he is the fountain of all good; the source of all true happiness and bliss; the spring of all our perfect joy.

It is reasonable to suppose that it pleases God to see his creatures trying to imitate him in his goodness, and therefore he will surely bless and prosper the Brotherhood. I look upon it as a benevolent, and moral institution, combining an influence to pave the way to christianity.

MRS. J. E.

PIEDMONT, W. V., Sept. 5th, 1868.

BROTHER MUDGE:

In persuing the Journal I see that two of the Brothers belonging to Division 55, have written concerning this locality and the Brotherhood here, and I beg leave to differ with "Mountain Housier," as to

his statement of it being his turn to write for the Journal, as I think there should be no turn about this matter, but that each Brother should communicate with the Journal. All information that would tend to edify or strengthen the Brotherhood at any and all times, as circumstances transpire and opportunities may serve, to hasten the meliorating influence of our organization; but I must remark here that Mountain Hoosier has done well, and I differ with him merely on that nonessential point. Let then all our good Brothers and "sisters" too, write to make the Journal more interesting, and to build them up stronger in the faith, so that all who are united with us, may go about the good work with more energy; for I must say it has such an effect upon me. I see communications from our lady sisters, wives of engineers, encouraging their husbands, and thus giving their aid to strengthen the cause while approving the part taken by their husbands with the Brotherhood, this is cheering, God bless those good wives and make them still stronger in the faith to aid in the good work in the future, for I think the ladies have a good reason, and are under strong obligations to lend a helping hand, seeing that the Brotherhood is instituted in the greatest measure to their welfare, as it provides for the widows and cares for her offspring, preventing them from being thrown upon the cold charities of the world in the event of the death of their husband.—Help then ladies, aid us in the good cause, write for the Journal and endeavor to impress upon the minds of the Brothers the uncertainty of life, and the certainty of the vicissitudes attendant upon our occupation as well as the danger inseperable from the same. I rejoice to know that the ladies have taken hold with us, it strengthens me in the faith, it makes the Journal more interesting, and I know their efforts will not fail to produce good fruit in our great cause of humanity.

I believe in and think well of the plan adopted by our much loved Brother Abbott, which in the event death should take us away from our loved ones at home they are still cared for; and just here let me say that it behoves us, one and all to walk and be ready, for we know not the hour the "Son of Man cometh to summons us before the barr of him who rules infinitely the worlds, there to render up an account of the deeds done in the body." Let us watch and pray then with contrite hearts and give glory to God. I bless his holy name that I am well and a living sprout engrafted in the Brotherhood, with alacrity I am ready at all times to put my shoulder to the wheel that we mutually may keep it rolling, and I will pray that when I am summoned away to try the unalterable laws of Eternity, that I may go from hence to be safely landed upon the bright shores of that Heavenly Canaan, there to enjoy with full hearts the immortal pleasures pervading that heavenly domain, and join with the angels and spirits made perfect, in singing the song of the Redeemed of the Lamb.

The Brotherhood, I conceive rests upon one of the best platforms ever made by mortal man, having for its chart the Holy Book of God, and perhaps some of the framers of this good institution have ere now been called from their post here on earth to meet their God, to be initiated in that Brotherhood in higher climes where sickness nor sorrow can come, pain nor trouble never can enter to mar the serenity of their peaceful abode, and now Brothers, are we ready to go there too, I never lie down on a bed of repose without offering up a prayer for the prosperity and welfare of the Brotherhood, no matter how weary I am from my journeyings up and down the Allegheny Mountains, as I am now an old man, I feel it duty after putting my hand to the plow, never to look back but think of the Brotherhood with the Bible for its chart, eternal vigilence its duty, in order to live up to what that Holy Book enjoins, and when with me it ceases to be a duty, it will be my pride and study, and I ask the God on high to aid me.

Perhaps I am too tedious, but this being my first attempt to write for the Journal, I hope you will bear with me if I should write too much. Being a close watcher of the Brotherhood and of the Brothers of good old No. 55, it makes me glad to see brotherly love and harmony existing in our midst. We now take care of our sick as well as the widow's and orphan's; we had one Brother on the sick list, of which Brother Hoosier informed you, we made a contribution for him during one month of his illness of which I will leave the sick Brother to inform you himself. We have gotton up a voluntary act, every Brother laying in one dollar per month, and those Brothers who unite with us under this act is entitled to receive the benefits which the act secures. Brother Hoosier said, the bitter cup is set aside. We have always a dollar in either of the above named cases. As I am one of the oldest running engineers still on the third Division, I must state that the Brotherhood order has indeed accomplished a great good here, we have a good example set not only by our employers but by the community at large, calling to mind that years back many of us often and very often partook of the evil cup, and even on the Holy Sabbath day enginemen would be sitting around these corrupting places talking over the transactions of the past week &c., whereas now, you may see the same men at church on the Sabbath offering up prayers for the mercy extended towards them during the passed week, this I am glad to say is the case with the majority of our Brothers; I know there are some of my old comrades who have stood through thick and thin, stood faithful to their posts ever ready to serve their employers and be on time, and yet are negligent of their souls salvation. May God show them their error.

I am yours Fraternally,

ENGINEER.

AUSTIN, MOWER COUNTY MINNESOTA,
September 1868.

BROTHER MUDGE:

Although a stranger to you I will write you a few lines hoping they will not come amiss. I am an old member of Division No. 73, of Madison, Wiconsin, and I am now running on the Iowa & Minnesota Divisions of the Milwaukie, St. Paul & Mineapolis Rail Road. This road runs from McGregor, Iowa, to Mineapolis and St. Anthony, the head of navigation on the Mississippi river. We have as yet a comparative new road, as the Divisions were only connected to-

gether last fall. We have 24 good engines and as good a ballasted road as there is in the country. There is several more of our Brother engineers running here on this Division from old 73.—We intend to establish a Division of our own here in Austin, a splendid little place of 2500 inhabitants. This is the turminus of the two Divisions, they change engines here, it is 104 miles to Mineapolis, and 112 miles to McGregor. The company have a beautiful brick Engine House here that holds 10 engines, and they intend enlarging soon. Brother Dan. Clark, one of the veterans of the old Michigan Central, has charge of the Round House here. The machine shops are at Mineapolis, and Mr. James Waters, is our worthy Master Mechanic, formerly of the Detroit Locomotive Works. The men here are all as a unit in regard to the Brotherhood; some do not belong because they have not had the chance; all are very anxious to join us, and I don't know as I can mention one on our road, but that is every way capable and worthy of becoming a Brother; indeed they seem to take almost as much interest as on roads where Divisions are established. We had a visit from one of those "reptiles" (sometimes called a striker,) a short time since, his name was Washington Geary, he applied for a situation as engineer, and Mr. Waters, our M. M., not knowing him, put him to work in the shop in Mineapolis, with the promise of an engine when there was a chance, but Dan. Clark and myself and one or two more happened to know him when he run on the Michigan Southern in the strike. After Mr. Waters found out what he was, he had no further use for him, and he was politely notified that he was in the wrong box. I can assure you Bro. Mudge, that, it is a poor place for scabs to get situations, but good men can get them when there is a vacancy. I hope you will excuse these few lines as this is my first attempt, the next time I will try and do better.

I remain yours Fraternally,

A. Brother.

To the Brotherhood of Locomotive Engineers.

Who like myself had reached the time in life when the years seem to glide swiftly by, and so wrote:

I'm thinking Brothers of that sweet time
When you and I were boys;
Looking up lifes railway track
All spanned with rosy joys.

Full well do I remember, Brothers
The morning long ago,
We found ourselves aboard the train
And thought the time was slow.

We eargerly looked forward,
To the happy moments, when,
We'd reach the station, twenty-one,
No longer boys, but men.

We reached it long ago, dear Brothers,
The brakeman did not call;
No bell was rung, nor whistle blown,
There was no place at all.

And many who came out with us,
In the morning long ago,
Have taken since, the lightning line
And reached the great Depot.

We've reached the summit level, Brothers,
And now go down the grade,
With shortened stroke and swifter speed,
Than any we have made.

Miss Josie L.

Hornellsville, N. Y., Sept. 24, 1868.

Brother Mudge:

Being a constant reader of your invaluable Journal, since the issue of its

first number, and understanding it to be intended chiefly as an organ for the advancement of Locomotive Engineers, that through its pages all members of the Brotherhood throughout this country might communicate with each other and exchange their sentiments on such subjects as would interest the whole, freely and without reserve, and also in order to keep better posted as to the condition and doings of the different Divisions throughout the land. In view of all this I am not a little surprised to think in all that time, there has been but one communication credited to Division 47, and that I believe emenated from the pen of Brother Gartside, who is always a hard worker for the good of the order, and an ornament to the Division of which he is a member. But that is not enough in a Division of a hundred members; all in good standing, and many of them gentlemen of education and talent; it seems as if some of the members might find time to write an article for the Journal once a month. Yet, notwithstanding our long inexcusable silence, Division 47 is still alive and in good working order; thanks to Brother E. I. Gilbert, our worthy and efficient Past Chief, who has ever been promptly on hand to call the Brothers to order, and who by his strict adherence to the constitution and by-laws, and by his polite and Brotherly bearing in all his dealings with his fellow workers, has gained the respect, admiration and confidence of every member of the Division. He was again this year unanimously elected a delegate to attend the Grand International Convention to be held at Chicago, in the ensuing month. He was also elected to represent our interest in L. E. M. I. A., and may the Divine dispenser of all good, endow him and every Brother there convened with that wisdom and foresight which will enable them to frame good and salutary laws for the perpetuation and advancement of our noble order. May Brotherly love and harmony prevail in all their deliberations, and may they bring to the highest state of perfection those all-important rules, the observance of which will enable us to live good and law abiding members of society; faithful to the interests of our emyloyers, and that will elevate our standing as locomotive engineers and our character as men.

Yours Fraternally,

"Novice."

Montreal, Sept. 1868.

Brother Mudge:

Dear Sir:—As you gave me space before, I would like you again to oblige me, as the good you are doing ought to be commented upon.

One of the greatest requisites for an engineer to possess, is a clear eye, a steady hand and a certain amount of self-possession. Now how is he to obtain these; certainly not by taking a drink at every grog shop that lines the road, for let it be known (I am referring to this country,) that the traveling community remark it, and I have it from undoubted authority that the President of the Board of Directors of one of the largest roads in Canada, remarked that there was less drinking done on the road now than there was two years ago; and I am happy to say in my own experience it is more safe to move with men of temperate habits.

Too much could not be said or written on this subject, for I know it to be of

great importance both to the employee and employer, besides the respectability it adds to a man's character; and I think now at this age of advancement, when insurance companies are willing to give a merchant or company, guarantee for the honesty of his or its employee. When they will insure a persons' life when they travel, what better policy could they ask from an engineer than that he belonged to your Brotherhood; for when the foundation is built on such strict principles, that if nothing else induces a man to do right, the ambition that we all have to appear in a good light before our own community, will make us do so, for railroad men meet every day and who amongst us would like to be pointed out with the finger of scorn, and have it said that he was expelled for bad conduct.—And we will all admit, that in a hard drinker no confidence can be placed.

Some years ago railroad men used to meet and try and cement the bands of friendship over their cups, but oftener it ended in quarrelling; but now, they are bound with a more nobler tie; a tie that ought to be respected and loved; a tie of Brotherhood.

I could give you instances of the harm that intemperance has done on railroads, but it would be superfluous; suffice it for me to inform you that I do not think at the present time, any body of men could be picked out to vie with our engineers that belong to your Brotherhood.

Now Mr. Editor, as I stated in my former letter, your society made these steady and sober men; we have living witnesses to the fact.

I will not tresspass on your time and space any more at present, hoping your wide spreading Journal will meet with the success it so richly deserves, and that when our journey on this narrow but straight line is over we may meet in that place not made with hands alone, but by God Eternal.

I am yours truly,

OBSERVER,

Positive Danger Signals.

The importauce of an efficient system of signalling in railway operation cannot be over estimated. In case of danger, the danger should be expressed by the signal, and we fully concur in the views expressed by "engineering," in opposition to the views of a writer in the London TIMES, favoring a system of "negative" signals, in which a real danger requires the stoppage of a through train at or outside of an intermediate station do not probably bear a proportion anything like one in a hundred to those in which no occasion for stopping or checking the speed arises. Safety is the rule, and danger the exception on all well managed lines. Therefore, were the danger signal always on, it would lose all its distinctive value. There would be the same signal, wether there was danger or no; and in by far the great majority of cases there would be no danger at all. A thoroughly attentive and dutiful driver would not of course, pass this signal until it had been lowered to satisfy, but such drivers, who form, we have good reason to believe, the great bulk of those engaged in their calling, would be just as attentive to signals upon the existing system. Indeed, Mr. Wrigley does not offer the least evidence to prove that the danger signal, when shown under the present systems, is ever disregarded. When "on" it means danger, and it is an unmistakable warning to the driver to pull up, if it were only for his own sake.—But a very different driver, seeing a so-called danger signal which, although always on, would not perhaps mean danger once in a thousand times, might be tempted to run by it, and into a train standing on the main line beyond the other end of the station. This would be one danger, and a serious danger indeed, upon what Mr. Wrigley chooses to call his "positive or affirmative" system, but which, on the contrary, would clearly be negative, the existing system really "positive," or "negative."

Mr. Wrigley will argue, however, that it is less a question, after all, of the vigilance and prompt action of drivers than of the attention of signal-men. The latter may now forget, or only remember when it is too late, to put on the danger signal when there is occasion for it, but under the so called "affirmative" system, they would have nothing to remember in such a case. There would be the danger signal already on—always—and it would be the business of the driver of an approaching train to beware. And if, when no danger existed, the signal-man forgot to lower the signal to pass a train, he would merely cause a detention, but not an accident. We fear there would be many such detentions, for, even if the signal-man did not forget, it would not do for him to lower the signal to safety until he knew that a train was approaching, and ready to pass. Now, where the driver of a train might see a lofty signal half a mile, or a mile away, the signal-man, in many cases, could neither see nor hear the approaching train until it was very close upon him, and there would thus be caused many needless and vexatious delays, which could only be made up by increased speed after passing the signal.

Even if Mr. Wrigley's were the best, which will hardly be admitted after what has been said, we fear its introduction would lead, at first, to many accidents. The 5,000 switchmen employed on British Railways, for that is nearly the number, would not at once get it out of their heeds that when there "was" danger at a station, they were to do nothing with the signals, but to leave them exactly as they were. Many a zealous servant, we fear, thinking at the moment that the whole system of signals had been reversed, would rush into his box and set his semaphore to "safety," thus inviting a coming train to danger, and possibly to destruction.

Railways can never be safely and efficiently worked upon any system in which the signals do not "mean" exactly what they represent. The cry of "wolf! wolf!" when there is no wolf, would not only soon lose all significance, but it would destroy all sense of responsibility, and the driver of a train much behind time would be inclined to dash on in the face of such a pretended warning, eyen when one instance of its disregard in a thousand might plunge his train into destruction.

CENTRALIA, Oct. 5th, 1868.

MR. S. R. MUDGE:

Since you have so kindly invited the ladies to contribute to the columns of your valuable journal, perhaps you will

accept a few lines from one who claims to be a sincere friend to the B. of L. E., especially, and to railroad men generally. I have always taken a deep, almost a romantic interest in the locomotive, and all belonging to it, not excepting the engineer; I think it is something to be proud of, to be able to control the intricate but powerful machinery of the grand iron monster; that when guided by the faithful eye and hand of a true engineer, safely and speedily takes us on our long, long journeys. I notice in the August number of the Journal, a short communication from a lady of this city, I entirely agree with her in regard to the B. of L. E., and know that this organization has done, and is still doing a noble work for our locomotive engineers. It is also having a good influence over other railroad men. I sincerely hope you will be successful in this noble and glorious enterprise. I think Division No. 24 is composed of as good, true men, as can be found anywhere else in the world; but as to their going to church, they used to go very regular, and Mr. Mudge, it was pleasant to see from five to seven engineers in their pew in the M. E. church every Sabbath, listning to the words of Divine Truth, as they fell from the lips of a true Minister of the Gospel of our blessed Saviour; but now, I am so sorry, Oh, so sorry to say, I have not seen any of them there for more than two months. Brothers, if I may address you as such, will you continue to be so careless of your own eternal welfare; I hope not, but do hope that I may soon see your familiar faces, and a great many of you, again in No. 2. May God bless every member of the B. of L. E., is the prayer of

E. T. F.

A TALE OF THE ROAD.

BY AN OLD ENGINEER.

From the Cincinnati Gazette.

Now, my running days are over,
The Engineer needs rest;
My hand is shaky, children,
There's a tugging pain in my breast;
But here, in the twilight gather,
I'll tell you a tale of the road,
That'll ring in my head forever,
Till it rests beneath the sod.

We were lumbering on in the twilight,
The night was dropping her shade,
And the "Gladiator" labored,
Climbing the top of the grade;
The train was heavily laden,
So I let my engine rest,
Climbing the grading slowly,
Till we reached the upland's crest.

I held my watch to the lamplight—
Ten minutes behind the time!
Lost in the slackened motion
Of the upgrade's heavy climb;
But I knew the miles of the prairie
That stretched a level track,
So I touched the guage of the boiler,
And pulled the lever back.

Over the rails a-gleaming,
Thirty an hour or so,
The engine leaped like a demon,
Breathing a fiery glow;
But to me—ahold of the lever—
It seemed a child alway,
Ready to mind me ever,
And my lightest touch obey.

I was proud, you know, of my engine,
Holding it steady that night,
And my eye on the track before us,
Ablaze with the drummond light,
We neared a well-known cabin,
Where a child of three or four,
As the up train passed oft called me,
A playing around the door,

My hand was firm on the throttle
As we swept around the curve,
When something afar in the shadow,
Struck fire through every nerve.
I sounded the brakes and crashing
The reverse lever down in dismay;
Near and nearer, O! God! eighty paces
Ahead was the child at its play.

One instant—"one," awful, and only
The world flew around in my brain,
And I smote my hand on my forehead
To keep back the terrific pain;
The train I thought flying forever,
With mad irresistible roll,
While the cries of the dying—the night wind
Swept into my shuddering soul.

Then I stood on the front of the engine,
How I got there I never could tell,
My feet planted down on the crossbar,
Where the cow-catcher slopes to the rail,
One hand firmly locked on the coupler,
And one held out in the night,
While my eye guaged the distance and measured
The speed of our slackening flight.

My mind—thank God!—it was steady,
I saw the curls of her hair,
And the face that, turning in wonder,
Was lit by the deadly glare.
I know little more—but I heard it—
The groan of the anguished wheels,
And remember thinking—the ingine
In agony trembles and reels.

One rod! To the day of my dying
I shall think the old engine reared back,
And as it recoiled, with a shudder,
I swept my hand over the track.
Then darkness fell over my eyelids,
But I heard the surge of the train,
And the poor old engine creaking,
As racked by a deadly pain.

They found us, they said, on the gravel,
my fingers enmeshed in her hair,
And she on my bosom aclimbing,
To nestle securely there.
We are not much given to crying—
We men that run on the road—
But, that night, they said, there were faces,
With tears on them, lifted to God.

For years, in the eve and the morning,
As I neared the cabin again,
My hand on the lever gently pressed,
And slackened the speed of the train.
When my engine blew her greeting,
She always came to the door;
And her look, so full of Heaven,
Blesses me ever more.

C. L. T.

The Beginning of Railways and Locomotives.

DIVISION No. 35, B. of L. E.

Railways, like most other important inventions, had a very humble beginning. The first railway, properly so-called, consisted of a rude line of wooden or iron rails laid down for the easier guidance of wagons in which coal was hauled from the pit to the shipping place. This germ of the modern railroad, planted by some unknown hand, grew to maturity gradually and slowly. Progress in this, as in almost all branches of mechanism, effected through the exertions of many, one generation entering upon the labors of that which proceeds it, and carrying onward their improvements.

There is doubtless a vast difference between the old road track on which packhorses carried the main traffick of the country, down to a comparatively recent date, and the modern railroads worked by powerful locomotives; yet, the change was effected by comparatively easy stages. From an early period the growing trade and commerce of the country demanded constantly increased facilities for the transport of heavy articles. This was especially necessary in the mining districts, where it is to be ob-

served that nearly all the modern improvements in road making have had their origin. The prime object of all the improvements made in the road, was so to diminish friction by increasing the smoothness of the surface, that the haulage of the coal wagons by horses should be rendered as easy as possible, with this object. Modern rails were first laid down by one Mr. Beaumont, between his pits near New Castle, and the Staithers by the river side, probably about the year 1630.

On these rails a large loaded wagon could be drawn by one horse. The same mode of transport was shortly after generally employed in the principal coaling districts.

Old Roger Harth, thus describes the railroads as they were laid down in the neighborhood of the Tyne, in 1676:—"Another remarkable thing is their wayleaves, for when men have pieces of ground between the colliery and the river, they sell the leave to lead coal over their ground, and so dear that the owner of a road of ground will expect 20£ per annum for this leave. The manner of the carriage, is by laying rails of timber from the colliery to the river, exactly straight, and parallel, and bulky carts are made with four rowlets fitting these rails, whereby the carriage is so easy that one horse will draw down some four or five caldron of coals, and is an immense benefit to the coal merchants.—A century later, in 1770—1772, the same roads were found in general use by Arthur Young, the roading was a little improved, but the works on which the road was found, were sometimes of a formidable character. Speaking of wagon roads near New Castle, Mr Young observes: The coal wagon roads, from the pits to the place of unloading, are great works, carried over all sorts of inequalities of ground, so far as the distance of nine or ten miles, the tracks of the wheels are marked with pieces of wood let into the road for the wheels of the wagon to run upon, by which means one horse is enabled to draw, and that with ease, fifty or sixty bushels of coal.

An intelligent French Traveler, named Saint Fond, who visited New Castle, in 1791, speaks in terms of high admiration of the colliery wagons, many as superior to everything of the kind that he had seen. He describes the wood rails as found with a rounded upper surface, like a projecting moulding, and the wagon wheels as being made of cast iron, and hollowed in the manner of a metal pully, that they might fit the rounded surface of the rails, the economy with which the coal was hauled to the shipping places was strongly urged upon his own countrymen, as an inducement to them to adopt a similar mode of tronsit. Similar wagon roads were laid down in the colliery districts of Scotland, at a comparatively early period. At the time of the Scotch Rebellion, 1749, a railway existed between the Tyanent coal pits and the small harbor of Cockenzie, in East Lothin, and a portion of the time had the honor of being selected as a position for General Cop's cannon at the battle of Prestonpaus. In these rude wooden tracks we find the germ of the modern railway, improvements were gradually made in them, thus at some colleries thin plates of iron were nailed upon the upper surface for the purpose of protecting the parts most exposed to friction. Cast-iron rails were also tried, the wooden rails having been found liable to rot. The first iron rails are supposed to have been laid down at Whitehaven, as early as 1738. This cast-iron road was denominated a "plate-way," from the platelike form in which the rails were cast. In 1767, as appears from the books of the Coalbrookdale, Iron Works, in Shropshire, five or six tons of rails were cast as an experiment, on the suggestion of Mr. Reynolds, one of the partners, and they were shortly after laid down to form a road. In 1776, a cast-iron railway, nailed to wooden sleepers, was laid down at the Duke of Northfolk's calling, near Sheffild, the person who designed and constructed this road, was Mr. John Kurr, whose son has erroneously claimed for him the invention of the cast-iron railway. He certainly adopted it early, and thereby met the fate of men before their age, for his plan was opposed by the laboring people of the colliery, who got up a riot in which they tore up the road and burnt the coal staith, whilst Mr. Kurr fled into a neighboring wood for concealment, and lay there for three days and nights, to escape the fury of the populace. In 1789 Mr. Wm. Jessop, constructed a railway at Loughborough, in Leicestershire, and their introduced the cast-iron edge-rail, with flanges cast upon the tire of the wagon wheels, to keep them on the track instead of having the margin or flange cast upon the rail itself, and this plan was shortly after adopted in other places. In 1800, Mr. Benjamin Antram, of Little Eaton, in Derbyshire, used stone props instead of timber, for supporting the ends and joinings of the rails. As this plan was pretty generally adopted, the roads became known as the "Antrum Roads," and subsequently, for brevity's sake, "Tram-Road." From this time, the use of Tram Roads rapidly extended, until at length they were generally adopted in the mining districts.—The progress of railways was, indeed, such that the canal interests became somewhat uneasy respecting them.—The Duke of Bridgewater, when congratulated by Lord Kenyon, on the successful issue of his scheme, made answer with foresighted shrewdness—yes, we shall do well enough if we can keep clear of those d—— Tram Roads—there's mischief in them.

It will be obsered that the improvements thus far effected had been confined almost entirely to the roads. The railway wagons still continued to be drawn by horses. The gradual improvements made in the rail, by improving the firmness and smoothness of the track, had indeed, effected considerable economy in horse-power, but that was all, what was further wanted, was the adoption of some mechanical agency applicable to the purpose of railway tractien, unless some such agency could be invented, it was clear that railway improvements had almost reached its limits. Inventers and projectors however presented themselves in numbers, and various schemes were proposed and suggested, the adoption of sails, supposing that the wagons might be impelled along the tramway like ships before the wind.

The most favorite scheme was the purpose of railway tractien. Solomon De Caus, who was shut up for his sup-

posed madness in the Bicetre at Paris, seems to have been the first to conceive the idea of employing steam for moving carriages on land as well as on ships at sea. Marion De Loraine, in a letter to the Marquis De Clinq Mars, dated February, 1641, thus describes a visit paid to this celebrated mad house in company with the English Marquis of Worchester: We were crossing the Court, and I, more dead than alive with fright, kept close to my companion's side, when a frightful face appeared behind some immense bars and a horse voice exclaimed, "Iam not mad, I am not mad, I have made a discovery that would enrich the country that would adopt it. What has he discovered,asked our guide, "Oh," answered the keeper, shrugging his shoulders, "something trifling enough, you would never guess it, it is the use of the steam of boiling water," I began to laugh; this man, continued the keeper, is named Soloman De Caus, he came from Normandy four years ago, to present to the King a statement of the wonderful effects that might be produced from his invention. To listen to him, you would imagine that with steam you could navigate ships, move carriages, and in fact there is no end to the miracles which he insisted upon, could be performed. The Cardinal sent the mad-man away without listening to him. Soloman De Caus, far from being discouraged, followed the Cardinal wherever he went, with the most determined perseverence, who tired of finding him forever in his path, and annoyed at his folly, shut him up in the Bicetre. He has even written a book about it, which I have here. It appears that the Marquis of Worchester, was greatly struck by the appearaace of De Caus, and afterwards studied his book, portions of which he embodied in his century of inventions. The Marquis is also said to have entertained the idea of moving carriages by steam power, but never embodied it in any practical form. Saverv, the Cornish Minor and Engineer, who did so much to develop the powers of high pressure engines, also proposed it as a method of propelling carriages along ordinary roads, but he took no practical measures with a view of carrying out his suggestions. The subject was shortly after, in 1759, introduced to the powerful mind of James Watt, by Dr. Robinson, then a young man studying at Glasgaw College, he threw out, says Watt, the idea of applying the power of steam engines to the moving of wheel carriages, and to other purposes; but the scheme was not matured, and was soon abandoned, on his going abroad, Watt however afterwards, in the specifications of his patent of 1769, gave a description of an engine of the kind suggested by his friend Robinson, in which the expansive force of steam was proposed as the motive power. It also appears that other inventors were in the field about the same time, for in a letter written by Dr. Small, to Mr. Watt, on the 18th of April, 1769, it is stated that one Moore, a linen draper of London, had taken out a patent for moving wheel carriages by steam, but no steps were taken to reduce the invention to practice. Watt again in his patent of 1784, described a similar engine to that indicated in his first patent, specifying the mode of applying steam to the moving of wheel carriages, the plan proposed by Mr. Watt, although a curiosity at the present day, bears the impress of his original mind. The boiler was to be of wooden staves hooped together with iron, the iron furnace inside the boiler, and almost entirely surrounded with water, the whole being placed upon a carriage, the wheels of which were to be worked by a piston, the reciprocatory action being connected into a rotary one by toothed wheels, and a sun and planet motion, the cylinder was to be seven inches in diamater, the number of strokes, sixty per minute, and their length, one foot, the carriage was to carry two persons; but no such carriage was ever built, Watt being to busily occupied with the perfecting of his condensing engine to proceed further with his proposed locomotive.—The first actual model of a steam carriage, of which we have any written account, was constructed by a Frenchman named Cugnot, who exhibited it before the Marshal De Saxe, in 1763. He afterwards built an engine on the same model, at the cost of the French Monarch, but when set in motion, it projected itself onwards with such force, that it knocked down a wall which stood in its way, and its power being considered too great for ordinary use, it was put aside as being a dangerous machine, and was stowed away in the Arsenal Museum at Paris.

An American inventor, named Oliver Evans, was also occupied with the same idea, for in 1772, he invented a steam carriage to travel on common roads, and in 1787, he obtained from the State of Maryland the exclusive right to make and use steam carriages; his invention however, never came into practical use. It also appears that in 1784, Wm. Symington, the inventor of the steamboat, conceived the idea of employing steam power in the propulsion of steam carriages, and in 1786, he had a working model of a steam carriage constructed, which he submitted.

Continued in our next.

Midnight Ride on a Cowcatcher.

The train was to start at 11:50, and it wanted but a few minutes of the time, as I stood there in the darkness within a few feet of the hissing monster, my heart began to fail me, and I almost resolved to abandon my hazardous undertaking; what if I should loose my hold and be thrown off in front of that crushing mass of machinery? What if there should be something on the track?—Such thoughts kept whirling through my mind, and I hesitated; suddenly the bell rang, hardly realizing what I did, I hastily left the dark recess and stepped on the heavy framework in front of the engine. By means of a stout leather strap, I bound myself on by passing it around my body and under one of the strong bars of the cowcatcher. While I was thus engaged, the train had left the depot, and with rapidly increasing speed, was passing through the city.—I had some fears lest some of the flagmen at the street crossings should discover me and signal to the engineer; for I well knew that if H. should become aware of my perilous situation, he would stop the train and take me off. My fears were groundless. The strong glare of the headlight directly over me made my position, by contrast, almost invisable to any one in front. Passing the

last crossing with a rush and a roar, we sped on through the suburbs, and into the open country. The city lights disappeared one by one in the distance, and we were fairly on our way. It was a wild night. The light of the moon struggled with difficulty through the dark clouds which were driven before a strong wind from the southwest, now and then an opening would illume the landscape with a sudden burst of sivery light, to be immediately followed by total darkness as the heavy cumuli rooled up in masses of inky blackness. The cone of light from the dazzling lens above me would then cut the darkness in its onward rush with startling clearness; now flashing the rocky sides of some mountain gorge, illuminating rocks, trees and shrubs, with almost daylight distinctness ; anon losing itself in the surrounding darkness as we emerged into the open country beyond ; then shooting along the rails ahead, making them look like glistening threads until they disappeared in the darkness beyond. Mile after mile we sped along. I had become somewhat used to my strange position, but it required constant attention to prevent my feet from slipping from the lower bar of the frame from which I was standing; at best I had but a partial foothold, and the constant jar of the engine on short curves would almost throw me off. In passing through the S. Mountains, the road was very rough and crooked, the ponderous engine bounded along with now and then a sudden side lurch in its seemingly mad effort to plunge into the black chasms which yawned on every side. In one of these sudden movements the buckle of my strap broke, and I was only saved from instant death, by wedgeing my hands between the bars of the cowcatcher and clasping them underneath, I must hold on now for dear life. Once I opened my mouth to scream, in the hope that H. would hear me ; a second thought convinced me of the utter uselessness of attempting to make my voice heard at that distance for the roar of the engine, even when standing on the "footboard," it was with difficulty that we could make each other heard. My only hope was that my stiffening fingers would hold on for the remaining ten miles. An occasional glimpse of the country showed me that we had gone two-thirds of our distance, and also most fortunately passed the roughest points. Twenty minutes more and I should be safe. We had now passed the mountains, and the road became straighter and smoother ; as we emerged from the tunnel on the spar of the mountain, I cought sight, far down the line, of the headlight of the C. Express. The road is there perfectly straight for three miles and I had an unobstructed view.—Brighter and brighter grew the headlight until it seemed to glare with demoniac fierceness. Although I knew there was no danger, yet the sight of that ponderous creature thundering toward me sent through me a momentary thrill of horror, and I involuntarily clung closer and closed my eyes as the train rushed passed. A long whistle from our own engine announced our approach to L's, and I assure you it was music to my ears. I could not have held on fifteen minutes longer. As the train stopped, I unclasped my benumbed fingers and stepped to the ground, but could not walk three steps, my legs were so stiff from being so long in a cramped condition, at last I reached the side of the road and sat down. The moon had long been obscured, and a few heavy drops betokened the coming storm.

A. B. Bickler.

[Written for the L. E. Monthly Journal.]

Conductors and Engineers.

To all R. R. employees, I would say,
You should obtain a pass, or pay your way,
Don't neglect any of the company's rules, to comply,
And you can obtain a favor when you apply.

Conductor's and Engineer's it is true,
Grant favors to not a few,
But by so doing, they break a rule,
And if discharged, you think it cool.

Many a family have come to want and woe,
By Conductors and Engineers, not saying no;
We are all aware, it is a rule of the strictest kind,
That not more than two, are allowed on an engine at the same time.

And Conductors are watched, they cannot safely pass their mother,
To all rules, they must readily comply,
Or give up their situation, and let someone else try.

Rochester, New York, 1868.

American Railway Master Mechanics' Association.

According to the call printed in the Railway Times of September 19th, this Convention was held at Cleveland, Ohio, September 30th, between fifty and sixty prominent railway Master Mechanics being present. We have been expecting an official account of the doings of the Convention, but as it has failed to reach us, we glean from the local press the results of the two days' business. After the preliminary organization, they adopted the name of "The American Master Mechanics' Association," choosing the following officers: President, Mr. H. M. Britton, of the Indianapolis, Cincinnati & La Fayette Railway; Vice President, Mr. N. E. Chapman, of the Cleveland & Pittsburg Railway; Secretary, Mr. Frederick Grinnell, of the Atlantic & Great Western; Treasurer, Mr. S. S. Hays, of the Illinois Central Railway. A constitution was adopted and signed by the following gentlemen, the name of the road represented being appended :

Isaac Dripps, Pittsburg, Ft. Wayne & Chicago.

G. S. Griggs, Boston & Providence.

H. Anderson, Chicago & Northwestern.

M. E. Brown, Erie, Buffalo Division.

Richard Bromley, Little Miami, Cincinnati & Xenia.

J. G. Beattie, Sandusky, Mansfield, & Newark.

H. M. Britton, Indianapolis, Cincinnati & La Fayette.

C. E. Benton, Indianapolis & St. Louis.

W. Cullen, Cincinnati, Hamllton & Dayton.

W. E. Cooper, Erie, Dunkirk, Div.

N. E. Chapman, Cleveland & Pittsburgh.

S. M. Cummings, Pittsburgh, Fort Wayne & Chicago, Eastern Division.

W. Eddy, Boston & Albany.

E. B. Gibbs, St. Louis & Iron Mountain.

F. Grinnell, Atlantic & Great Western.

S. S. Hays, Illinois Central.

Jacob Johaun, Pacific.

C. F. Jauriet, Chicago, Burlington & Quincy.

J. J. Kinsey, Lehigh Valley.

Joseph Kelley, Providence & Worcester.

O. H. P. Little, Cincinnati & Indianapolis Junction.

Jacob Losey, Louisville, New Albany & Chicago.

J. McElroy, Oil Creek & Allegheny River.

J. B. Pendleton, Seaboard & Roanoke.

J. W. Philbrick, Maine Central.

F. A. Perry, Chesire.

W. F. Ray, Toledo, Wabash & Western.

J. Skidmore, Louisville, Cincinnati & Lexington.

A. A. Stone, Little Miami, Cincinnati & Xenia.

D. O. Shaver, Pennsplvania Central

W. F. Smith, Cleveland, Columbus, Cincinnati & Indianapolis.

W. Swanston, Cleveland, Sandusky & Cincinnati.

H. N. Sprague, Atlantic & Great Western, 3rd and 4th Divisions.

Edmund Taylor, Northern Missouri.

L. W. Towne, Hannibal & St Joseph.

J. Van Vechten, Atlantic & Great Western, 1st and 2nd Divisions.

Reuben Wells, Jeffersonville, Madison & Indianapolis.

John Young, Erie & Pittsburgh.

The above names do not include all of the Master Mechanics attending the Convention, as quite a number were not present at the afternoon session. The Association admits to membership not only Master Mechanics, but those who have charge of the mechanical Departments of railways, including Superintendents of motive power and machinery, general Master Mechanics and Master Machinists.

An invitation to visit the Bessemer Steel Works at Newburg, and the Otis Iron Works were received, both of which were accepted. Several Committees were chosen, and then closed the first days' proceedings.

On the succeeding day, the Committee on Order of Business reported the following subjects for discussion:

1. Are steel plates preferable to iron in the construction of locomotive boilers, and if so, will the difference in strength, durability, and safety justify the excess of cost of Steel as compared with the cost of the best iron?

2. What should be the thickness of steel or iron plates when used in the construction of the outside shell of forty-eight inch boilers? Also the best and strongest mode of riviting and bracing the same?

3. What water space is deemed best upon the sides and ends of a furnace, both for wood and coal burning engines?

4. How does the durability of steel for furneces and flue sheets compare with that of copper or best iron?

5. What should there be between the flues so as to obtain the greatest absorption of heat?

6. What size flues and what length will give the best results in wood and coal burning engines?

7. What is the experience of the different Master Mechanics as to the wear and tear of steel tyres now in use on their respective roads?

8. What are the views of this Convention on the subject of packing for sylinder and stuffing boxes?

9. What are the best modss of preventing the formation of lime and other incrustations in boilers?

10. What is the opinion of this Convention as the present system of safety-valves, levers and fixtures upon locomotive and other boilers—is it the safest and best?

11. Would not the adoption of a "cock up valve" that could not be interferred with by the engineer, tend to the prevention of explosions now so frequent?

The Committee recommended the appointment of Special Committees to take these subjects into consideration and report upon them at the next meeting of the Association, figures and data being necessary, not accessible at this Session — The report was adopted and the following Committees were appointed:—On articles 1st and 6th, inclusive, Messrs. Hays, Jauriet and Anderson. Article 7th, Philbrick, Eddy and Perry. Article 8th, Brown, Chapman and Smith.—Article 9th, Dripps, Towne and Ray.—Articles 10th and 11th, Stone, Young and Wells.

On motion a Committee of three—Messrs. Kinsey, Cooper and Cogdon—was appointed on valves, anti-friction, size, etc. Messrs. Losey, Cullen and Little, were appointed a committee on the explosion of boilers.

After some further business of detail, the Association adjourned to meet at the Shops of the Pennsylvania Central Railway, at Pittsburgh, Pa., on the second Wednesday of September, 1869.

Obituary.

DIED.—At Terre Haute, Ind., September 25th, 1868, of typhoid fever, Brother James H. Gibson, in the 28th year of his age.

Brother Gibson was a single man, and was formerly employed as a locomotive engineer on the Rome and Watertown Railroad, and was up to the time of his death, a member of Division No. 37, B. of L. E.

The usual Resolutions were adopted by Division 37 at a regular meeting, held at their Hall in the city of Litchfield, Ill., October 3rd, 1868.

ANSON GUSTINE, F. A. E.

DIED.—Brother George W. Cyphers, was killed while in the discharge of his duty, as a locomotive engineer, on the Iowa Division, of the C. R. I & P. R. R., on the morning of the 8th of Sept., by the breaking of a bridge, 1 mile west of Iowa City.

At a Regular Meeting of Division No. 60, on the 25th of Sept., 1868, the following Resolutions were unanimously adopted:

WHEREAS, It is with profound regret that we announce the death of our worthy Brother G. W. Cyphers, in whose companionship we have labored the past few years, his loss is deeply felt by all who knew him, and may his memory be cherished by all good members of our order.

RESOLVED. That we deeply sympathize with the bereaved family of our deceased Brother, and tender them our heartfelt sympathy in this, their sore affliction.

RESOLVED. That as a token of our respect for our deceased Brother, our Hall shall be draped in mourning for 30 days.

RESOLVED. That a copy of these Resolutions be sent to the Engineers' Monthly Journal for publication, and a copy to the family of the deceased Brother, with Seal of Division attached.

C. H. CARROLL,
J. BUSHWELL,
J. L. RAMSEY. } Committee.

At a regular meeting of Centralia Division, No. 24, B. of L. E., held in their hall Saturday evening, August 28th, 1868, the following preamble and resolutions were unanimously adopted:

WHEREAS, By the inscrutable decree of Divine Providence, our esteemed friend and Brother, John Woods has been called from the labors of earth to the rest of the better inheritence; and,

WHEREAS, His long service in the Division, his upright character and bright example, greatly endeared him to this Division and the Brotherhood in general with which he was so long identified; and it is therefore eminently proper that we should record a fitting tribute to his memory. Therefore, be it,

RESOLVED, That in the death of Brother John Woods, this Division has lost one of its oldest, most faithful and efficient members, and we sincerely mourn his loss and desire to mingle our tears of sorrow with those of the circle of the Brethren of the Order, who so highly esteemed him as a Brother, friend and companion.

RESOLVED, That our Brother and friend, by the purity of his life, his zeal in the cause of the Brotherhood, and his devotion to its benevolent and moral principles has left an example worthy of imitation, and we will cherish the memory of his many virtues and endeavor to follow his footsteps in the paths of charity, which he has exemplefied in a short but useful life.

RESOLVED, That as a mark of profound sorrow at the death of Brother John Woods, this hall be draped in mourning for 30 days.

RESOLVED, That we extend to the parents, sisters and brother of our deceased friend and Brother, our sincere condolence at the visitation which has so suddenly and unexpectedly overtaken them, and we trust that in this sad bereavement they will receive that consolation which our Heavenly Father, who doeth all things well, can only impart

RESOLVED, That the above preamble and resolutions be published in the papers of this city, and the Engineers' Monthly Journal, and a copy signed by the proper officers of the Division, be transmitted to the family of the deceased.

M. VAN PATTEN,
E. P. PHELPS,
C. C. JONES,
} Committee.

Centralia, Ill., Sept., 2, 1868.

HARRISBURG, PA., Sept., 12th, 1868.

WHEREAS, It has pleased the Almighty in his mysterious workings, to remove from our midst, the daughter of our much respected and worthy Brother, Martin Stimer, therefore,

RESOLVED, That we do most sincerely sympatize with the family in this, their great affliction, feeling that their loss is our loss, and that the breach made in their family, is deeply felt by those of our Order that were acquainted with the deceased.

RESOLVED, That these resolutions be entered on the minutes of this Division, and a copy with the Seal attached, be sent to the bereaved parents, and also be published in the Locomotive Engineers' Monthly Journal.

By order of the Division.

E. N. JONES, F. A. E.

BROOKFIELD, Sept., 30th, 1868.

At a regular meeting of Division No. 29, B. L. E., the following preamble and resolutions were unanimously adopted:

WHEREAS, Almighty God in his unerring wisdom, has taken home to himself the estimable wife of our beloved Brother, John R. Myers, after a sickness of only three weeks duration, which we, with the deepest humility acknowledge as an admonition, that we are fast approaching "that bourne from whence, no traveler returns." Therefore be it,

RESOLVED, That we tender to our worthy Brother, John R. Myers, our sympathy in its fullest sense, in this, his sad and untimely bereavement.

RESOLVED, That in the death of Mrs. John R. Myers, society has lost one of its brightest ornaments, which can never be replaced.

RESOLVED, That a certified copy of these resolutions, with Seal of Division No 29, B. of L. E., attached, be presented to our beloved Brother, John R. Myers, as a token of our sincority, as Brothers we do fully sympathize with him in this, his sad and irreparable bereavement.

RESOLVED, That a copy of these resolutions be published in the Locomotive Engineers' Monthly Journal.

JOHN PUNSHON,
JOHN NcCARTNEY,
HORACE ALEXAND'R,
F. BRADLEY,
J. W. RICKER.
}

DIED.—John Salmons, his death was caused by injuries received by a train running into the rear end of First Section, of train No. 5, bound West, which took place at 2:47, A. M., on the Union Pacific Railroad, Eastern Division, between Topeka, and Silver Lake, October 4th, 1868.

Brother Salmons was going to Junction City, to take his engine, as he was a regular engineer between Junction City and Ellsworth. He had just returned from Fort Wayne, Ind., where he had been visiting his friends, at the time of the accident. Brother Salmons was asleep and was woke up by the conductor just as the engine of the second train struck the caboose car, Brother Salmons jumped from the side door, and the tender of the second train caught him and killed him instantly. It was so foggy that it was impossible to see any distance, and both trains were within two miles of Silver Lake, the meeting point. Both trains were pulling for the station, and were on time, at the time of the accident.

The following Resolutions were adopted by Division No. 81, B. of L. E., on the death of Brother John Salmons:

WHEREAS, It hath pleased our Heavenly Father to impress upon our hearts the stern lesson, that we are but dust, and to again bring down to our hearts, by calling to his home on high, our friend and Brother, John Salmons, Therefore be it,

RESOLVED, That we bow in humble submission to his all wise decree, acknowledging that unto him we are indebted for every good and perfect gift, and the Lord hath taken him away, that we may realize in our bereavement the paramount duty of all flesh, that of so living, that when our Heavenly Father calls us home, we shall go in peace.

RESOLVED, That we deeply sympathize with the bereaved family and friends of our deceased Brother, and we tender them our sympathy in their sore affliction.

RESOLVED, That we as members of the Brotherhood of Locomotive Engineers, mourn his loss as a friend and Brother, and will ever cherish his memory.

RESOLVED, That we hereby tender our thanks to J. M. Boon, M. M., for his kind attentions to our deceased Brother. Also Mr. Gimmel, Mr. Tull, and other officers of our road for their courtesy in making arrangements for sending the remains to Fort Wayne, Ind., properly attended.

RESOLVED, That as a token of respect for our deceased Brother, our hall be draped in mourning for 30 days.

RESOLVED, That a copy of these reoolutions be sent to the family of the deceased, and be published in the Engineers' Monthly Journal.

L. H. WAUGH,
GEO. R. ABBOTT,
FRANK WILSON.
} Com.

At a regular meeting of Altoona Division, No. 44, B. of L. E., the following preamble and resolutions were adopted:

WHEREAS, In the providence of God, we are called to mourn the loss of our well beloved Brother, John Dumphey, who was killed by the explosion of a boiler, Sept., 11th, 1868, on the Huntingdon & Broad Top Railroad, Therefore be it,

RESOLVED, That we bow in humble submission to the will of our Heavenly Father, who we believe doth all things well.

RESOLVED, That in the death of Brother Dumphey, our Division has lost a faithful and efficient member, one whom we esteemed for his integrity and aimable disposition as a Brother.

RESOLVED, That we sincerely sympathize with the bereaved friends of our deceased Brother, and trust that He who afflicted, will also sustain them.

RESOLVED, That the Division room be draped in mourning for the space of thirty days.

RESOLVED, That a copy of the above resolutions be printed in the Locomotive Engineers' Monthly Journal, Altoona Tribune and Vindicator.

G. W. ARTHUR,
ISAAC B. BELL,
PHILLIP H. LOGAN.
} Com.

At a regular meeting of Altoona Division, No. 44, B. of L. E., the following preamble and resolutions were adopted:

WHEREAS, It has come to the knowledge of the members of this Division, that Brother Levi Brown, died at Adrian, Michigan, in the month of March, 1868, Therefore be it,

RESOLVED, That while we hear with regret of the death of Brother Brown, and mourn his loss, we bow in humble submission to the will of our Great Chief, who rules the Universe, and shall not forget that we too, are mortal, and may soon be called upon to take that journey from which none ever return.

RESOLVED, That we tender our sincere sympathies to the family and friends of our deceased Brother.

RESOLVED, That the Division room be draped in mourning for the space of thirty days.

RESOLVED, That a copy of the above resolutions be printed in the Engineers' Monthly Journal.

G. W. ARTHUR,
ISAAC B. BELL,
PHILLIP H. LOGAN,
} Com.

Division Notices.

EXPULSIONS.

H. R. Unks, and R. M. Laughlin, of Division 62, Galesburg, Ill., for non-payment of dues.

W. C. Kutz, Division 74, Harrisburg, Pa., for non-payment of dues.

S. B. Barber, W. A. Scott, Richard Nickson, L. B. Cooley, and Thomas Bowman, Division 32, Aurora, Ill., for non-payment of dues.

H. White, and T. Evans, Division 22, Camden, N. J., for non-payment of dues.

Erastus L. Cleveland, Division 94, Mt. Savage, for drunkenness.

Nicholas Lighthall, Division 19, Bloomington, Ill., for non-payment of dues.

Jacob Wiedman, Division 50, Pittsburgh, Pa., for non-payment of dues.

Patrick Hanley, Division 24, Centralia, Ill., for intoxication.

RE-INSTATEMENTS.

H. E. Seley, Division 19, Bloomington, Ill.,

SPECIAL NOTICES.—Locomotive Engineers throughout the Continent, who are desirous of forming Sub-divisions of the B. of L. E., to act in concert with those already organized, are invited to communicate with CHARLES WILSON, C. G. E.
or S. R. MUDGE, F. G. A. E.
Address box 1022, Rochester, N. .Y

We wish the readers of the MONTHLY JOURNAL to understand that, in publishing communications, we do not hold ourselves responsible for the opinions of our correspondents.

DIVISION No. 40, PORTLAND ME.—Meets every alternate Wednesday and Thursday evenings, corner Middle and Plumb sts., over First National Bank.
H. B. Wing, C. E.
G. H. Saville, F. A. E.

DIVISION NO. 52, BALTIMORE, MO.—Meets every alternate Sunday, corner Pennsylvania Avenue and Orchard Street, No. 51, at 2 o'clock, A. M. Members from sister Divisions, in good standing, are requested to meet with us when conveniant.
John Macabee, C. E,
J. H. Stephens, F. A. E.
Address: No. 1 Chase Street.

DIVISION No. 41, ELMIRA, N. Y.—Meets first and third Saturday evenings of each month, at Engineers Hall, Bunely Block, oorner Lake & Carrol Sts.
E. R. BLOOMER, C. E.
W. O. NEIL, F. A. E.
JOHN BAILEY, Cor. Sec'y, Box 343.

DIVISION NO. 11, INDIANAPOLIS, IND.—Meets, every Saturday evening, East of Odd Fellows Hall No. 62, Washington Street. Brothers in good standing are respectfully invited to attend.
Z. B. Belleo, C. E.
G. W. Tyer, F. A. E.
J. B. Whitsell, Cor. Sec., Box 1259.

DIVISION No. 3, MICHIGAN CITY, IND.—Meets every Saturday evening, third story, Sherman's block, room No. 9, corner of Franklin and Michigan streets, Brothers in good standing give us a call.
F. C. RICHARDSON, C. E.
G. W. IRWIN, FA. E.

DIV. No. 5, NORWALK, O.—Meets first and third Saturday evenings in each month, in Engineer's Hall, Latimer's block, corner of Main street and Railroad Avenue.
ALBERT COLSTON, C. E.
CHARLES STEELE, F. A. E.

DIVISION No. 7, LAFAYETTE, IND.—Meets every Saturday evening, at Reynolds Block, Stone Front, on Main street.
A. R. SPAULDING, C. E.
F. HUBLY, F. A. E.
P. O. Box 431.

DIV. No. 10, CHICAGO, ILL.—Meets every Saturday evening, Morrison's block, 155 South Clark street, room No. 10. Brothers in good standing are requested to correspond and meet with us.
J. C. PARKER, C. E.
MARK BARNEY, F. A. E.
G. J. Benjamin, Corresponding and Financial Secretary, 1615 State street.

DIV. NO. 12, FORT WAYNE, IND.—Meets every Saturday evening, 3d floor, Baker's block, Clinton streeet, between Columbia and Main streets.
CLARK SNIDER, C. E.
H. C. BRUSH, F. A. E.

DIVISION No. 14, UTICA, NEW YORK.—Meets every Monday evening, at Brotherhood Hall, over No. 9, Broad street, 3d floor. Members of other Divisions are respectfully invited to attend
J. D. MOSHIER, C. E.
M. J. CAFFOL, F. A. E.
M. RICKARD, Cor. Sec.

DIVISION NO. 15, BUFFALO, New York—Meets every Wednesday evening, Daniels Block, Wich street. Members in good standing are respectfully invited to attend. GEORGE SEABROOK, C. E.
P. O. Box, 2143. L. B. SKINNER, F. A. E.

DIVISION No. 16, GALLION, OHIO.—Meets every Saturday evening in Spoonhouse's Block, corner of Main and South Streets. Members of the Order in good standing are respectfully invited to attend.
JERRY WIMPLE, C. E.
JUD. BELTON, F. A. E.

DIVISION 17, ALLEGHENY CITY, PA.—Meets every Wednesday evening at half-past 7 o'clock, in Odd Fellows' Hall, north end of hall, and Spears', plow makers, Beaver street, Manchester, Allegheny, Penn.
ROBT. CHISHOLM, C. E.
EDWARD MALONE, F. A. E.
Lock Box 113, Allegheny City, Pa.

DIVISION NO. 18, ROCHESTER, N. Y.—Meets every Saturday evening in Flint's block, 4th floor, corner of State street and N. Y. C. R. R.
AMOS GOULD, C. E.
B. M. CHAPMAN, F. A. E.
CHAS. THOMAS, Cor. Sec.

DIVISION NO. 19, BLOOMINGTON, ILL.—Meets first and third Saturday evenings of each month, at Engineers' Hall, corner Main and Jefferson sts.
WM. ERNING, C. E.
STEPHEN AKERS, F. A. E.

RICHMOND DIV. No. 20, LOGANSPORT, IND.—Meets every Sunday, in Tipton Hall, Fourth street, at 2 o'clock p. m.
G. M. BENNETT, C. E.
ROBERT JOHNS, F. A. E. } Richmond, Ind.
C. A. FRANCISCO, Cor. Sec.
Address: Box 351, Logansport Indiana.

DIV. No. 23, SPRINGFIELD, Ill.—Meets eveay Friday and Saturday alternately, west side Public square.
G. H. HOUGH, F. A. E.
O. T, Johnson, C. E.

DIVISION No. 24, CENTRAILA, ILL.—Meets every Saturday evening, in Odd Fellows Hall. All worthy brothers are cordially invited to meet with us.
E. P. PHELPS, C. E.
M. VAN PATTEN, F. A. E.

DIV. No. 25, TERRE HAUTE, IND.—Meets every Saturday evening, Engineers' Hall, corner Main and Third streets.
W. F. MORGAN, C. E.
R. H. NICHOLSON, F. A. E.
Box 232. A J SHERBURNE, Cor. Sec.

DIVISION NO. 29 BROOKFIELD MO—Meets first and third Wednesday, and second and fourth Thurspays of each month, in Roberts Building, second floor Main street. I. N. WILBER, C. E.
P. O. Address, Box 90. J. R. MYERS, F. A. E.

DIVISION No. 28, DAYTON, OHIO.—Meets alternate Saturday evenings, in their hall, Dickey's new building, corner of Ludlow and Sixth st eets.
CHARLES FELLOWS, C. E.
W. L. WRIGHT, F. A. E.

DIV. NO. 30, PHILLIPSBURG, N. J.—Meets first and third Friday, and second and fourth Saturday, at B. D. R. R. depot, fourth story.
CALEB KITTELL, F. A. E.
T. D. VOORHEES, C. E.
Address box 259, Easton, Pa.

DIVISION No. 31, CLEVELAND, OHIO.—Meets first and third Saturday evenings, in each month, at Temperance Hall, 184 Superior street.
T. B. CUYLER, F. A. E., C. & P. R. R. Shops, Cleveland, Ohio.

DIV. No. 32, AURORA, ILL.—Meets every Saturday evening, at No. 21, Broadway.
W. DEMPSTER, C. E.
Box 440. EW'D KUCHENE, F. A. E

DIV. NO. 33, NASHVILLE, TENN.—Meets every first and third Sunday, in each month, at 10 o'clock A. M., in Engineers' Hall, fourth floor of Union and American Block, cir. Cherry, and Church sts., opposite the Maxwell House, Visiting brothers always welcome. R. F. HAMILTON, C. E.
Address H. C. SHEETZ, F. A. E. Lock box 66.

Mt. SAVAGE DIVISION, NO. 94, MD—Meets the first and third Wednesdays of each month, Odds Fellows Hall, Brothers in good standing are invited to visit us. B. MORRIS, C. E.
CHA. A. HOUSTON, F. A. E.

DIV. NO. 34, CINCINNATI, O.—Meets first Thurs. day and third Fridays of each month, in Temperance Hall, 17th Ward.
JOHN S. WILSON, C. E. 1188 Front St., Cin., Ohio.
A. F. WEBB, F. A. E., Columbus, Ohio

DIVISION No. 37, LITCHFIELD, ILL.—Meets every alternate Saturday evening in Odd Fellows Hall, State street, West Philadelphia Public squair.
HENRY JACKSON, C E.,
ANSON GUSTIN, F. A. E.

DIV. No. 38, MARTINSBURG, W. VA.—Meets every Wednesday evening, in Boaman's Hall, Queen street, next door to the National Bank of Martinsburg. All members of the Brosherhood in good standing are respectfully iuviled to meet with us.
JACOB TRAM, C. E.
J. D. COPENHAMMER, F. A. E.
GRAFTON DARBY, Cor. Sec.

DIV. No. 39, SEYMOUR, IND.—Meets first and thira Friday and second and fourth Saturday evenings of each month. Visiting brothers cordially invited.
ISAAC APGAR, C. E.
Box 261 RICHARD GOODELL, F. A. E.

DIV. No. 42, CARONDELET, MO.—Meets second and fourth Saturday evenings of each month.
JOHN C. THORPE, C. E.
BERNARD SMITH, F. A. E.

DIVISION No 44, ALTOONA, PA.—Meets the second and last Saturday evenings of the month, in Patton's Hall, Virginia street.
JOSEPH BROWNE, C. E.
J. K. RUSSELL, F. A. E.
Address J. K. Russell, Tyrone, Penn.

DIVISION NO. 45, WEST PHILADELPHIA, PA.—Meets every Saturday evening corner of Coats St. and Pennsylvania Avenue.
W. R. IRWIN, F. A. E

DIVISON 46, ALBANY, N. Y.—Meets every Monday evening, at their Hall, No. 51, Jackson st.
P. M. ARTHUR, C. E.
WM. C. MANNING, F. A. E

DIVISION 47, HORNELLSVILLE, N. Y.—Meets Wednesday and Thursday evenings of each week alternately, at Engineers' Hall, corner Main and Church streets.
E. I. GILBERT, C. E.
CHAS. B. WILLOR, F. A. E.

DIVISION No. 48, St. Louis, MO.—Meets first and third Saturday evenings of each month, Summit Avenue, between Cooper street and Chouteau Avenue. Pacific R. R. Shop. FRANK LEWIS, F. A. E.

DIVISION No. 50, PITTSBURGH, PA.—Meets every Sunday afternoon, at 2 p. m., Odd Fellows Hall, Penn street, Fifth Ward
HUGH JOHNSON, F. A. E., No. 8 Alleghany, st. 9th Ward

DIV. NO. 51, PHILADELPHIA, PA.—Meets January 12th and 26th, February 9th and 23d, March 9th and 23d, April 9th and 20th, May 4th and 18th, June 1st, 15th and 29th, July 13th and 27th, August 10th and 24th, September 7th and 21st, October 5th and 19th, November 2d, 16th and 30th, December 7th and 21st, in Franklin Hose Co.'s Hall, corner of Broad and Fitzwater streets.
L. D. TUFTS, F. A. E.
Address box 1,017, Clement street.

DIV. No. 53, JERSEY CITY, N. J.—Meets first and third Friday evenings of each month, Odd Fellows' Hall, 49 Montgomery street.

JAMES R. SMITH, C. E.
ALEXANDER JACOBUS, F. A. E.

DIV. No. 54, PORT JERVIS, N. J.—Meets Monday and Saturday evening, alternately, at Engineers' Hall, corner of Front and Sussex streets.

FRANK ABBOTT, C. E.
J. M. COOKSON, F. A. E.

DIV. No. 55, GRAFTON, W. VA.—Meets every Friday and Saturday evening alternately, at Jenkins' Hall, on Front street.

WILLIAM PENN, C. E., Parkersburg. W. Va.
G. H. SPANGLEE, F. A. E., Grafton, " "

DIV. NO. 56, KEOKUK, IOWA.—Meets the second and fourth Saturday evenings of each month, in Patterson's block, Johnson street, between Second and Third.

S. W. WAKEFIELD, C. E. Boxes 550 and 120.

DIV. No. 57, PROVIDENCE, R. I.—Meets first Monday and third Thursday evenings, of each mouth, on third floor, of 62 Wayboffet street. Members in giood standing are ressctfully invited to meet with us.

E. C. HULL, C. E.
BENJ. HASKELL, F. A.E.

Address 89 Sheldon Street.

DIVISION No. 58, KINGSTON, PA.—Meets first Monday and third Tuesday evenings, at Masonic Hall. LUTE WELCH, Box 92,

---

DIVISION No. 59, GREENBUSH, N. Y.—Meets first and third Wednesdays of each month, Odd Fellows' Hall, corner of Ferry and Broadway sts. Visiting Brothers are invited to meet with us.

W. H. LEWIS, C. E. Box 66.

DIVISION No. 60, ROCK ISLAND, ILL.—Meets first Saturday and third Friday of each month, at their Hall, in the passenger depot, Davenport Iowa, at 6 p. m.

JOHN L. RAMSEY, C. E.
J. E. MORREL, F. A. E.

P. O. Box 483.

DIVISION No 62, GALESBURG, ILL.—Meets in Odd Fellows Hall, every Saturday evening, at 7 p m.

S R CLARK, C E.
JAS C NASH, F A E.

DIVISION No. 65, CHILLICOTHE, OHIO.—Meets every Friday and Saturday alternately.

F. C. WASHBURNE, C. E.
W. M. BALL, F. A. E.

Box 483.

DIVISION No 67. DUNKIRK, NEW YORK—Meet at their hall, in the Erie Railway Buildimg, on Front street, Dunkirk, N Y, every alternate Saturday evening. commencing Feb. 1st, 1868. Brothers from other divisions are cordially invited to visit and correspond.

A. N. Judd, C. e.
John Foss, F. A. e.

DIVISION No. 69, ATLANTA, GA.—Meets every Friday evening, at 3 p. m., in No. 1 Fire Company's Hall on Broad street,

J. J. ADCOCK, C. E.
F. M. BERRY, F. A. E.

P O. Box 92

PENN TREATY DIVISION No. 71.—Meets in Union League Hall, Frankford Road and York street, Kensington, Philadelphia, on the named dates: Jan. 7th, 12th, 21st, and 26; Feb. 4th, 9th, 18th, and 23d; Mareh 3d, 8th, 17th, 22d, and 31st; April 5th, 14th, 19th, and 28th; May 3d, 12th, 17th, 26th, and 31; June 9th, 14th, 23d, and 28th; July 7th, 12th, 21st, and 26th; August 4th, 9th, 18th, and 28th; September 1st, 6th; 15th, 20th, and 29th, October 4th, 13th, 18th, and 27th; November 1st, 10th, 15th, 24th, and 29th; December 8th, 13th, 22d, and 27th. The members of the fraternity are cordially invited to meet with us.

George Argue, C. E.
Daniel H. Fowler, F. A. E.

DIV. No. 73, MADISON. WIS.—Meets first Wednesday and third Saturday of each month, in Odd Fellows' Hall. Members in good standing are respectfully invited to attend.

J. H, WHITNEY. C. E.
S. C. BOUTWERL F. A. E.

Address box 250.

DIVISION No. 74, HARRISBURG, PA.—Meets in College Block, Third street, between Market and Walnut, every Saturday at 7½ a. m.

J. A. SPONRLER, C. E.
E. N. JONES, F. A. E.

P. O. Box 160

DIV. No. 75, READING PA.—Meets every Saturday evening, corner of Seventh and Penn streets, at 8 o'clock, p. m. Brothers give us a call; we are always on time. All communications addressed to W. R. Lewis, Box 501.

W. C. KEFFER, F. A. E.

DIVISION No 78, LOUISVILLE, KY.—Meets every Wednesday evening, at Robinson Hall, Eighth street, near Jefferson, at 7.30 p m.

J A SANFORD, C E.
A R ELLIOTT, F A E,

DIV. No. 81, WYANDOTTE, KANSAS.—Meets second and fourth Saturday evenings of each month, in Sons of Temperance Hall, Nebraska Avenue, McGrewe's Block, between Second and Third streets.

L. H. WAUGH, F. A. E.

P. O. Box, 152. Lawrence, Kansas;

DIVISION No. 82, URICHVILLE, OHIO.—Meets every Wednesday evening at Boveg's Hall, between Front and Main, on Third Street.

C. A. HUNT, C. E.
GEORGE MCMULLEN, F. A. E.

DIVISION No. 84, RURLAND, VERMONT.—Meets on the first and third Tuesdays of each month at old Masonic Hall, Merchants' Exchange, at 8 p. m. Members of the fraternity in good standing are cordially invited to meet with us.

Z. B. Davis, c. e., Troy N. Y.
H. S. Lee, F. a. e. Rutland, Vt.

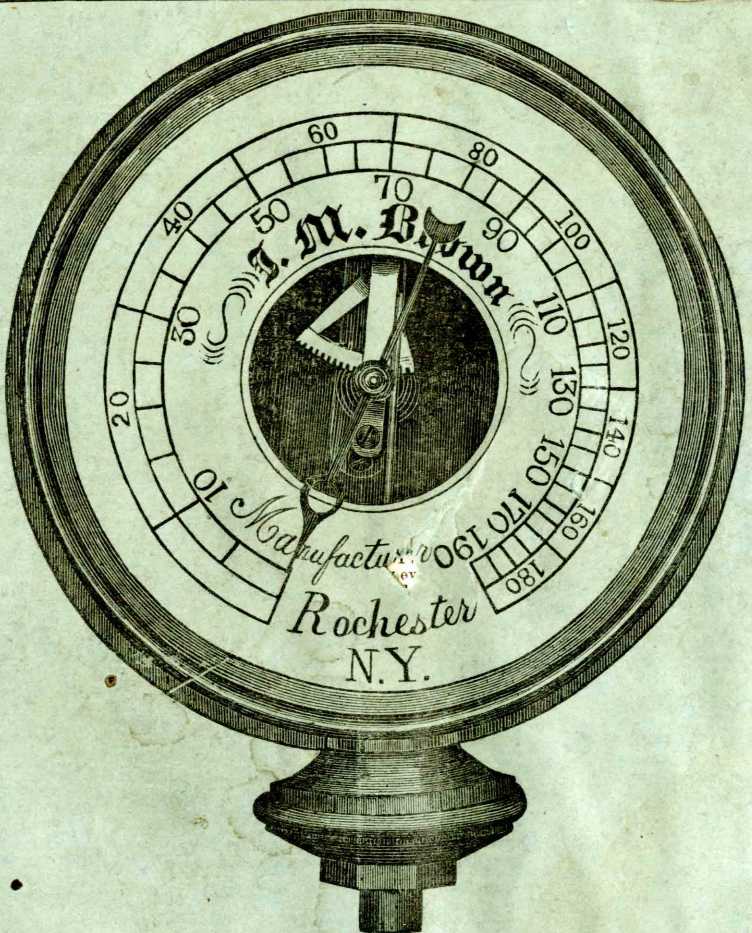
Division address, Box 177, Rutland, Vt.

DIVISION No. 87, TROY, NEW YORK.—Meets every first and third Wednesday, at Druid's Hall, 333½ River street. Visiting brothers are respectfully invited to attend. S. F. GREGORY C. E.
JOHN E. FARRELL, F. A. E.

P. O. Box 168.

DIVISION No. 92, PEORIA, ILL.—Meets first and and third Saturday evenings, of each month, at the Good Templar's Hall, corner of Adam's and Maiu sts. Members in good standing are respectfully invited to meet with us.

H. H. BRADIE, C. E.
C. L. BURLINGAME, F. A. E.



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VOL. 2. DECEMBER, A. D., 1868. NO. 12.

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BROTHERHOOD OF LOCOMOTIVE ENGINEERS'

MONTHLY JOURNAL,

DEVOTED TO THE INTERESTS OF THE LOCOMOTIVE DEPARTMENT OF RAILROADS.

Published by order of the Grand International Division,

UNDER THE IMMEDIATE SUPERVISION OF

CHARLES WILSON, G. C. E., AND S. R. MUDGE, F. G. A. E.

FORT WAYNE, IND.

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THE

LOCOMOTIVE ENGINEERS'

MONTHLY JOURNAL.

VOL. 2. DECEMBER, 1868. No. 12.

THE NEW YORK SOCIETY OF PRACTICAL ENGINEERS.

THIS society held its regular fortnightly meeting at its room, No. 24 Cooper Building, on the evening of Tuesday, Nov. 10; the president, Mr. James A. Whitney, in the chair; Wm. H. Harrison, recording secretary.

The regular subject before the meeting—"Railroad Accidents; their Cause and Remedy"—was taken up, and an elaborate paper was read by Dr. A. W. Hall, of New York City.

After a glowing tribute to the achievements of the steam engine and the wonders it was yet destined to accomplish, Dr. Hall referred to the apparent liberality of railroad companies in their lavish expenditure of money in the construction of roads and their equipments, and their penurious want of consistency in refusing to adopt such essential improvements as would render travel by rail comparatively safe and comfortable.

The writer then proceeded to a classification of the different kinds of railway accidents, and pointed out the best known means to prevent them.

The class of accidents resulting from the carelessness and stupidity of employees of the company, such as misplaced switches, open draw-bridges, etc., he characterized as no better than man-slaughter, and insisted, as the only remedy adequate to the case, that the courts and juries should so hold, as a warning to others; and to force a careful selection of men for such responsible places, the companies should be mulcted in the heaviest exemplary damages when a passenger is injured by accidents.

Obstructions upon the track of different kinds, such as horses, cattle, trees, rocks, etc., were next examined, and the penny-wise and pound-foolish policy of companies neglecting to fence in their roads to save expense was condemned in severe terms. It was urged that no trees or rocks should be left standing or hanging near enough to reach the track in case they fall, and that the only safeguard was a perfect system of brakes under the direct control of the engineer; as he was the first to observe the danger, he should have it in his power instantly to apply the remedy by the force of

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steam, and not depend upon the inefficient and slow movements of the brakemen. Auxiliary to this he spoke of the improved calcium head-light for locomotives, as a very essential aid to the engineer at night to discover obstructions in time to avoid them.

Collisions, direct and indirect, were examined at considerable length, and it was contended that, aside from the carelessness and inefficiency of those in charge of the trains, no collision ought to occur with a perfect time-table, accurate time-pieces, a well-understood set of signals, and a telegraph office at each station. He instanced an accident some years ago where over a dozen persons lost their lives by a collision resulting from a difference of just one minute between the conductors' watches, and referred to an electric clock that was invented about that time to overcome that difficulty, and secure thereby absolutely uniform time at the different stations.

Dr. Hall then reffered to the breaking of locomotive and car axles, and made the somewhat and surprising statement that there is no device now in use on any road by which the axles can be proved and their soundness tested. He referred to a recent accident on the Hudson River road, where a driving wheel ran off, the axle breaking just inside of the wheel. It had been broken half through for months, as the blackened appearance of the break showed, and stated his belief that hundreds of locomotives were now running with similarly flawed axles.

The subject of the burning of human beings alive in the ordinary wooden combustible cars was severely treated. Dr. Hall denounced in unstinted terms the whole system of wooden cars, or using anything of a combustible nature in their construction, and insisted that in this age of iron, when our finest houses and swiftest steam-ships, as well as elegant street-cars, can be made of the same material, and went on to show how stoves could be dispensed with and cars heated by hot-air conveyed from a small furnace-car connected with the train, and that the same apparatus, pipes, flexible couplings, etc., could in hot weather be used as a ventilating device for supplying cool air and keeping out the dust.—It was insisted that our State and national authorities should make the building of wooden passenger-cars an indictable offence, and should prohibit the employment of stoves and kerosene lamps entirely, on the same principle of public necessity that induced Congress to pass a law compelling every steam-boat to carry life-preservers.

The writer then proceeded to examine that most fatal of all causes of railroad accidents, the breaking of rails, and estimated that no less than four-fifths of all casualties, resulting fatally, were from this cause alone. He compared the merits of good iron and steel rails, and while it was admitted that steel rails were many times superior to iron in point of wear and dnrability, their great superiority in point of liability to breakage was doubted. They have been known to break frequently in frosty weather, and he instanced cases where in midsummer they had broken off as abruptly as pot-metal, without the slightest perceptible flaw and from no known cause, and declared it to be an all-prevailing feeling

that some improvement must be devised to keep cars from leaving the track, aside from the best rails that could be manufactured.

Dr. Hall then explained in detail his own invention of safety-rails and safety-wheels, which, though quite expensive, he maintained would entirely prevent that class of accidents. It consists in placing an extra set of rails so near the ordinary or working rails as to allow the flanges of the wheels to pass freely between them. The car-wheels should be cast with an extra tread to run directly over this extra rail, but not to touch it (being made a trifle less in diameter than the working tread), so long as the working rail remains unbroken. But should the working rail break or be moved out of line, the wheel only has to settle a quarter of an inch when it is supported by the extra rail and passes on in perfect safety. As to expense, he stated that it was proposed to use old or worn rails, which are not worth over two cents a pound, which would answer every purpose, and it would cost less to spike them down as safety-rails where they are, when relaying the track, than to remove them to market. Besides, it was not absolutely necessary to incur all the expense at one time, the safety-rails could first be applied to the most dangerous portions of the road, along embankments, over bridges, trestleworks, ect., as the funds could be spared, and the safety-wheels could be first added to the swiftest passenger trains, and in this way almost any road might, in a short time, avail themselves of the improvement with the very money now paid for broken cars and slaughtered passengers. He explained further how the safety-tread, being cast without a chill, would greatly strengthen the wheel itself and render it less liable to break, and how the extra set of rails, by breaking joints with the working rails, would give firmness and solidity to the track, and add to the durability of the rolling machinery of the road, and concluded with expressing the belief that the time was near at hand when the attention of railroad companies would be forced to a respectful consideration of every improvement that tended in any degree to the saving of human life, by an imperative and irresistible public sentiment.

The reading of the paper called forth expressions of approbation from Dr. J. V. C. Smith and others, and it was followed by a spirited discussion, participated in by Messrs. Creamer, Roosevelt, W. H. Smith, Dr. Richards, and others, in which the subjects of the efficiency of safety-breaks, fish-joints, structure of car-wheels, etc., were touched upon, as were also the general action and tendencies of railway companies in adopting improvements, and the plan made public some time since of making the railroads serve merely as a way upon which engines and cars might be run by private individuals in the same manner that vehicles run upon common thoroughfares ; a uniformity of speed in this case being insisted upon as a means of safety.

In accordance with that rule of the society which permits new and useful inventions to be brought before it for examination, Mr. Gensch, of New York City, exhibited an improved lamp the peculiar feature of which consists in the wick, made of a kind of felt composed of

animal and vegetable fibers, which by insuring a more copious and uniform flow of oil to the burner increases the brilliancy and steadiness of the flame.

After the announcement by the President that at the next meeting a paper would be read and a discussion had upon the subject of "Elevating Machinery for Mines and Buildings," the society adjourned for two weeks.

FUNERAL SERMON

OF

NATHAN NICHOLS,

PREACHED IN THE

Eighth Avenue M. E. Church, in Newark, New Jersey,

BY

Rev. Charles. E. Little.

The funeral sermon of Nathan Nichols, late an engineer on the Morris & Essex R. R., who suddenly lost his life by a collision of locomotives at Newark, N. J., on the 26th day of Sept. 1868.

Preached in the Eighth Avenue M. E. Church, in Newark, by Rev. Chas. E. Little, and furnished for publication by request of the Association of the Brotherhood of Locomotive Engineers.

Text.—"David sware moreover and said.—Thy father certainly knoweth, that I have found grace in thine eyes; and he saith let not Jonathan know this lest he be grieved; but truly as the Lord liveth, and as thy soul liveth, there is but a step between me, and death." 1st Samuel, 20th Chapter and 3rd Verse.

"David's early life was marked by very strange providences. We first find him the youthful shepherd, and an errand boy of his father's family. His brothers are in the army of Israel. An immense giant, ten feet high had defied the strongest, and bravest Israelite for forty days, when David visits his brethren in the camp.

We next see him meeting the deriding Goliath armed with pebbles from the brook, but nerved with divine courage he brings the ungodly boaster to the ground, and is at once gratefully recognized as the deliverer of his nation.

We now follow his immediate elevation from the sheep-pasture, to the King's Court, where he wears the royal robe and sword, and is appointed to stand next to the throne.

But an unexpected change occurs, when returning from the war, the women come out from the cities to meet their victorious husbands and brothers, with music and songs of rejoicing, saying, "Saul hath slain his thousands and David his ten-thousands."

Saul became angry at the partiality of the people, and jealous of David, &c., he said "they have ascribed to David ten-thousands, and to me, they have ascribed but thousands, and what can he have more but the Kingdom? To this most hellish demon—a jealous spirit—he yielded himself so fully, that he never fully recovered from its power.

Three times he sought to imbue his own hands in the young man's blood.—He sends him out to attack the Philistines under circumstances of very great and useless peril, that they may do the work, which he failed to accomplish.

Then he commanded his servants to kill him, but they loved the youth and would not.

Then amid the slumbers of midnight, he sends the would be assassin to his camp. And finally, maddened by his

repeated failures, he sets out with his men of war to haunt him down as if he were a wild beast.

Jonathan is David's dearest friend, and finding him, he utters the pathetic words of the text.

No wonder that such a conviction of the emminent peril of his life, should produce the declaration, "truly as the Lord liveth, and as thy soul liveth, there is but a step between me and death."

We are assembled under the peculiar circumstances of this morning, because the affirmation of David, is a truth applicable to us all, and has received a painful illustration, in the sudden departure of him whom we mourn to-day. Who in the prime of his strength, at the age of 33 years, 3 months and 7 days, in almost an instant took the little step which intervenes between us all and death.

I desire not only to recognize the respect which you all have for the memory of the departed, but to engage your thoughts with the profitable consideration, of the uncertain duration of the present life, as seen in the light of those fates which are presented by reason, revelation and observation.

When we consider the material of which we are made, does not the humiliating fact connect with it a sense of insecurity, in our present being?

What a strange material is "dust" out of which to construct the wonderful machinery of the human body? So ingenious in its arrangement, and so various in its uses and applications; so delicate and yet so wonderfully compounded in its movements. What is the herculean strength of the mightiest men—but the strength of dust. Go disentomb the slain warriors who shook the earth with the crash of their battles, and what will you find to-day of all their glory and their strength—but dust.

Need we wonder that such a delicate organization of such material should crumble in a day, to weakness and decay. Ah, my friends, "there is but a step between us and death."

Our observation teaches us to regard the very elements, as at war with human life, and yet our lives dependent on them.

Oh what painful proof of the disorganizing and destructive power of sin.

The disordered world we see, is not the beautiful abode of bliss which God saw, when he said, "behold it is good."

How treacherous—to a proverb—are the waves of the sea to human life? As they wash over the bleached bones of many millions, they tell us of the enmity of the great deep. Go down where the sea-weed weaves a shroud, and the waves sing the funeral dirge of "the lost at sea," and tell him it imperils human life.

God hath appointed to the sea its bounds, saying to it," Hitherto shalt thou come and no further; and here shall thy proud waves be stayed. Yet sometimes he suddenly moves those long established limits, and huge tidal waves sweep over into a populated continent. The mountain storms raise the river freshets, which sweep in upon the homes of peace with waves of death.

But it is not the sea alone that is treacherous to human life. Even the rock-ribbed earth moved by internal convultions, heaves cities into ruins, and opens yawning graves for living men.

Men search out the deep places of the earth for its precious metals, and excavate to themselves chambers of death where falling rocks overwhelm them.

The element of fire, which cooks man's food, moves his burdens, expedites his journey and performes his labor, as a faithful servant, like all other servants, sometimes rises in revolt, and pursues its victory with the most unfeeling cruelties, and wide-spread destruction.

The atmosphere which, with our food supplies fuel for this wonderful engineering of dust, thus generating its strength and perpetuating its skill and beauty—even this, proves a destroyer when charged with the scalding heat of the summer-sun, or the biting frosts of winters cold. Or, poisoned with miasma, or laden with maleria which chills the currents of life, it burns out the dust-body with consuming fever; while it befriends one it destroys another, as the warmth of spring, and bracing atmosphere of autumn, revive some invalids, while they prove fatal to others.

Our food, without which we surely die, affects us differently at different times and seasons. So conscious of it, are we, that we treat the products of the earth, and the sea, the stall, and the pasture, with the suspicion by which we detect the presence of an enemy.

That which comes to the table strengthens one, and weakens another.—We eat our food realizing "there is but a step between us and death."

Nor need we wonder that bodies of dust, with all the elements of nature arrayed in hostility against them should suddenly crumble into decay.

But we have not yet considered our constant peril from exposure to disease. Oh, how many who have come from the flower-crowned graves, clad in crape, tell us of the fatalities of the warfare which began with the execution of the sentence against sinners, "thou shalt surely die," and which will not cease till death and hell are cast into the lake of fire.

How every mother stands over against her cradle like a soldier in the enemy's land guarding a sleeping camp. How many happy groups of children have been thinned and reduced at the fireside by the diseases which was upon childhood. What a long gauntlet of painful diseases they must run before attaining their maturity? And how many darling ones do we this morning remember who have failed in the race?

Maturity for a season gives more assurance of continued life, yet how often disease makes that assurance a delusion.

We are like an unguarded camp, exposed to every movement, and on every side from the first breath to the last, and from the soles of the feet to the crown of the head, we are constantly endangered by disease, and there is but a step between us and death.

Death marshals an innumerable army of diseases, which by a variety of methods attack the citidel of life. Sometimes they steel their way along like sappers and miners through subteranean tunnels, and while we think the enemy afar off, his presence is revealed in a moment, when hope and life at once expire. At other times death moves cautiously, taking a position nearer and nearer to us until he commands the entire situation.

Then again we mistrust his presence and entrench ourselves for a successful struggle with the terrible foe, when in an unexpected hour he flanks our line of defence, and by general assault in a few hours or moments, ends the struggle.

How his merciless army is marching on while we sit here to-day. Through every land and clime, keeping step to the groans of the orphan, the sighs of the widow, and the shrieks of the dying. Sending out his different divisions under the dark banners of fatal miasmas, desolating epedemics, and wasting pestilence which unite in terrible alliance with conflagrations, tempest, earthquake, war, rum, and famine, in the destruction of human life.

"Death rides on every breeze
And lurks in every flower,
Each season has its own disease
It's peril every hour.

Oh of what startling facts do I speak this morning? You who have come from the bedside of the dying tell me, is it not true, "there is but a step between us and death?"

You who have been down by the dark river and heard its dashing waters, and felt on your fevered brow its cold spray, did you not realize there was but a step between you and death?

The casualties to which our lives are exposed, add largely to all the agencies previously mentioned to increase the uncertainty of their continuance.

How frequently does death turn short corners on men who have successfully resisted the approach of disease, and whose unabated strength gave promise of a rich harvest of years?

In a moment, how has all their strength departed. Two weeks ago Nathan Nichols left his home for his daily duties, just as you left your homes this morning, and returned no more.—An event which he could not forsee, cut him down in a moment.

And this but illustrates the exposure which you and I experience. Though ours may come from different sources yet how truly "in the midst of life we are in death." Can we not in the light of this painful truth, feel the full force of the admonition of St. James. "Go to now, ye that say to-day, or to-morrow we will go into such a city, and continue there a year, and buy and sell, and get gain. Whereas ye know not, what shall be on the morrow, for what is your life? It is even a vapor that appeareth for a little while, and then vanish a way."

But we apprehend no harm because we have been fortunate in the past, as we never have met with serious casualty we think we never shall. Yet, with our departed friend, his first experience was his last. Remember it is not many, but one step between us and death.

We think too, that our prudence will insure our lives against sudden departure by accident. But was not Nathan Nichols a man whose reputation for capacity and prudence was well known? Did he not indicate it when with a heavy train, and slippery track, at the top of that steep hill, descending one hundred and forty-four feet to the mile, he came to a dead stop—put on all the brakes, and proceded in the perilous descent so cautiously? Nor did his discresion fail him when the warnings of danger were seen in the red lights at the bridge and the crossing, and when the locomo-

tive failed to hold the train which pressed it so furiously along. The companions in that fearful peril, and the condition of the engine as rescued from the wreck, testify it was not the indiscretion of a novice, that occasioned the loss of a precious life.

Omniscience alone can give us security against peril from the dangers that

"Stand thick through all the ground
To push us to the tomb."

To dwell a little further on this distressing casualty, let us learn from it how small, and in themselves insignificant are the means which occasion the destruction of human life. How thin the seperation which keeps us from the spirit world.

Our deceased would have been among the living to-day, but for a very little thing. It was not a difficult thing I am told, for an engine to hold the train which pressed the "Oxford" so madly down the hill on the fatal eve. But the difficulty arose from the gentle mist, which had moistened the rails but had not washed the oily accumulations from them. Had it been the fall of a gentle rain, or had the rails been dry, we should none of us been mourners to-day.

God only knows how often we go so near to death, that the distance is but like the difference between gentle mist and a washing rain.

We may learn further, that in the casualties which await us, that danger comes from sources where we least expect to find it.

The companions in peril, of our departed friend, state that the first signal of alarm which they saw, was elevated from the draw-bridge, and though it was soon withdrawn, yet as they passed the signals at the crossing, Mr. Nichols inquired, "Conductor, is the draw signal all right?" Indicating that his thoughts placed the danger in the distance, while he was even then almost in the very jaws of death. And he did not discover his true peril until it was too late to leap and save his life.

Had Nathan Nichols only rightly interpreted the language of the signals, it would have been "a short curve and death beyond." But the step between him and death was so short he did not see it, until it was almost taken.

How short was that step that saved his two companions from sharing his fate? Had their thoughts been as definitely fixed on the danger toward which he looked, so that they had looked in another direction for an instant at the critical moment, then escape would have been impossible.

Oh, to go within a moment of eternity, to escape immediate death by the quick glance of the eye. How near the Court of the King of terrors?

Yet how often a single bolt, or spike, or iron rail, a foot of space, or a moment of time intervenes between us and death God only knows.

But reason affirms and observation illustrates, and scripture declares the solemn fact, uttered in the words of the text.

I think it proper to address a few words to the general public, as the melancholy event which occasions this service has produced very general and widespread sorrow, even among us, who were strangers to the deceased.

Sometimes the public heart is moved by the excruciating sufferings of the dying, and our humanity sheds the sympathizing tear. But his sufferings measured in but an instant of time.

Sometimes a violent death moves the curiosity of the public and awakens an interest in the person of the victim.

Another and a useful citizen was deprived of life by violence on that fatal night; yet, without creating the interest we all feel in the fate of Nathan Nichols.

It is owing to the peculiar relation which he held to society—our lives and limbs were frequently entrusted to the keeping of his watchful eye, and steady nerve, and he was always worthy of the trust. He carried us safely past the very spot where he lost his own life.—We know that our safety will no longer be entrusted to his keeping, and hence we mourn to-day.

It seems a remarkable fact, and one which it gives me pleasure to mention, that he never had the misfortune to destroy the life of a traveler, nor of a resident along the road. Averaging on his regular passenger trains, eighteen hundred passengers a year, and carrying probably over a million of persons during his relation to the road as an engineer; yet no man said to him "your carelessness has maimed me for life." No widow said to him "your incapacity for your position has occasioned all my sorrow." No orphan's complaint made accusation against his faithfullness.

This remark is not designed to disparage those equally capable, and cautious, who have been unfortunate in this respect, but to indicate the worth of our departed friend to the public who mourn his removal by death from the post he served se well.

By another and a sacred tie was he bound to the heart of every citizen.

When the dark war-clouds, so suddenly rolled up from the horizon, and when patriotism was high, and bounties were low, Nathan Nichols was among the first to leave home, family and friends behind, and rally to the call of his country.

Entering the 8th Regiment, N. Y. Volunteers, he won a war record as creditable for the warmth and largeness of heart, as it was for fearless bravery in the face of the foe. His Captain whom, with a comrad, he bore in his strong arms, from off the field of battle nine miles, to a place of safety, will never forget his self-denying and tender sympathy.

At the second battle of Bull Run, at Chancelorsville, and the Wilderness, through the Peninsular campaign, with McClellan, and from Washington to Petersburgh, with the conquering Grant, he fought with his regiment. Let us cherish the memory of the brave men to whom we owe the deliverance of our undivided country, and mourn to-day the departure of a vetrean of the war.

I witness in the congregation numerous representatives of "The Association of the Brotherhood of Engineers," who have come from different directions to pay tributes of respect to the memory of a worthy member, of their organization.

Your Association had a very high place in regard as a means of advancing personal worth, social elevation. And in the presence of this fatherless and motherless boy, I desire to recognize its

benificent character, as it not only gave to his father your commendation as a member, but to his orphaned son immediate and sufficient relief from dependancy on his numerous friends.

I am encouraged to address a few faithful words to you on this sad occasion from the deepest friendships of my heart And I am encouraged to speak frankly, for I feel I am in the presence of frank and earnest men.

Whatever may be the moral tendencies of your occupation, I am sure that the mutual responsibilities and perils which you share,develop an undistinguised frankness with, and affection for each other, such as soldiers amid the perils of war, or sailors upon the treacherous deep, do not excel.

I do not think it needful to remind you of the vast financial interests which the corporation employing you have entrusted to your care, where many thousands of dollars are staked on your vigilance and capacity.

Nor is it necessary to remind you of your responsibility to the public for the preservation of humane life.

Though sometimes censured unjustly and your faithfulness not always recognized by those who are sayed from harm by it, yet I am sure no passenger has tenderer sympathies or a more sincere desire to avoid causuality than you.

Yet, while so true to the interests of others, ought I not, on this occasion, to entreat you to be true to yourselves. True to your nobler nature? True to your immortal destiny?

If any of you have "put far off the evil day," and hitherto resisted the entreaties of the blessed Savior, oh, what words can I use to-day to persuade you to "be recociled to God."

I would speak to-day as the pale lips of Nathan Nichols would speak, could his voice reach your ears.

Could I by some strange intuition have forseen the events of that fatal eve which makes us mourners to-day, would I not have met the train before its perilous descent and warned of danger ahead? Hung out red lights and in the friendship of humanity, and the love of a christian, cried "stop! stop! death is on the track and destruction awaits you?"

How would my sympathies have been aroused had I witnessed that uncontrolable train descending to its appalling ruin. With breaks all applied, yet powerless, with the movement of the engine reversed, yet moving on to destruction, with the pressure of a heavy laden train behind and its speed constantly accelerating— the signals calling vainly—man's power but weakness—steam-power overcome by gravitation. The matchless power which moves the world in its orbit, moving it on and on, faster and faster—with red lights out ahead, and destruction as overwhelming as an avalanch, and irressistable as an earthquake just beyond. May God in mercy spare every one of you from re witnessing such a sight.

But what, my friends, is life, but our personal existence running on the rails of interminable being to the descent of the grave, where we run on into an eternal fruition, or switch off and plunge into the open draw of irremedial ruin.

Ah, I fear some of you to-day may be running down the declining grade of a sinful life, pressed along by many years, each year a car and every sin a burden. Soon you will be coming round the last curve, and seeing the red lights hung out by death's door, you may shut off your connection with sinful pleasure, and put on the breaks to the wheels of sinful habit, but how will you destroy the momentum, when unbelief oils the rails which pass you along surer and surer, faster and faster till in collision with God's omnipotence, you find no escape from the death that never dies?

If "there is but a step between you and death," thank God for the intervening step. Be admonished by the voice of his providence, and "prepare to meet thy God," for in such an hour as ye think not the son of man cometh.

You who escaped the fatality which met our departed friend on that sad evening, can you ever forget that fearful, fearful hour? Then never forget that providence which kindly rescued you unharmed. Think how near you have been to the spirit world, and devote the remainder of your lives to obtain fitness to enter there.

I have on a previous occasion endeavored to point this orphan boy, these brothers, and the disconsolate sisters, to the rock which was cleft to take them in. I know no better refuge to-day. God knows your sorrows, how deeply you are bereaved, and he feels tenderly towards you, and bids you come to him for rest and peace. May God help you and this large circle of mourning friends and relations, to so improve this dispensation of sudden and overwhelming sorrow, that in the days to come you may be enabled to say, "it is good for me that I have been aflicted, and be ye also ready, for in such an hour as ye think not the son of man cometh."

MONTHLY JOURNAL.

FORT WAYNE, December, 1868.

DEAR BROTHERS:

This being the last Number of the Second Volume of your MONTHLY JOURNAL, I take the liberty to make a few suggestions in regard to the future management, and practical benefits to be derived from this channel of communication. The November Number contains an appeal to you for assistance, in procuring subscriptions; I hope you will turn back to that article and ask yourself if you have performed your share of labor, to promote the best interests of the Brotherhood; is there not one person more, within the circle of your acquaintance, that you can induce to subsribe for the JOURNAL? I hope none will rest satisfied until they have secured the last subscription possible for them to obtain.

It will be the aim of its managers to make the JOURNAL useful as well as interesting. Our Brothers can render great assistance by reporting all improvements that come under their observation. I hope all our Brothers will feel it their duty to make full reports of all new inventions, that are applied to their engines, giving results in detail, with such remarks and suggestions as may appear to them warranted, by the trials, as made with the engines they are running.

All practical Locomotive Engineers very well know that it frequently hap-

pens that by some slight alteration in the different parts of their engines the most beneficial results are obtained, and I hope that our Brothers will feel in duty bound to report all such alterations, as result to the benefit of the engines entrusted to their care.

Let us try and demonstrate by comparing notes, what the best dimensions are as regards port, travel, lap and lead of valve motion. This can be reached by reporting performances of different engines, with their dimensions, not forgetting to mention grade of roads, time used, pressure of steam carried, and load drawn. Another important point to insure the time to be made is good oil. I think that it needs no argument to show the folly of continually changing the quality of oil used in lubricating the machinery of your engines. The engineer takes particular pains to arrange his oil cups so that they will properly feed the kind of oil he is useing.

But some philanthropist induces the Company to purchase a cheaper kind.—This oil is given out without any notice to the engineer; he perhaps is to go out in the night and does not discover any change in his oil until he has run a considerable distance, and finds his engine heating badly; upon examination he finds his oil-cups all full, or entirely empty, as the case may be, and upon his return is told that he is using a new kind of oil. Now, the poor engineer must receive all the blame for the delay of his train; the passengers lose the connection with other roads,—their loss is great; the railroad company are in bad repute for keeping engineers that cannot make time, and the poor engineer feels keenly this delay, because he knows very well that he will be blamed by those that do not understand the real cause of the delay. Now, suppose you report what kinds of oil you are using, and the distance you can run without stopping to oil,—the quantity used for miles run, and then give a correct report of all hot journals you have been troubled with. This will show the best kind of oil to use, as I beleive the price should have nothing to do with the decision. The delay of one large passenger train, by hot journals, involves more loss than any poor quality of oil will repay, on account of its cheapness.

The full account is of vast importance when financially considered. This item of expense is one of the largest on our railroads, and the engineer can, if disposed, do very much to lessen this account. He should contrive to have only fuel enough used to supply the desired pressure of steam; all above this point is wasted, and the fuel much better be thrown off at some poor man's door, than to be used to make steam to be blown out of the safety valve.

The engineer is responsible for all that is done on his engine, while running on the road. I am pleased to know that you have many firemen that take an honest pride in firing their engines as economically as possible; all such should be encouraged and their efforts properly appreciated. But as I have stated before, the engineer is the responsible man on the engine, while on the road, and it is to him the company look for the economical reports, as regards the performances of his engine.

It appears to me that great advantage would result from a detailed report of mode of firing, both coal and wood, giving particular account as regards different kinds of coal, as this kind of fuel is being more generally used. A great variety of experiments are being made for the purpose of determining the best plans of constructing boilers, whether with water table in fire-box, brick arches, hollow stay-bolts, copper, iron or steel sheets; iron, brass, copper and steel flues, with best mode for setting the same, with numerous devices for smoke arches, pipes, cones, and bonnetts, all these come under your immediate notice, and it is within your power to demonstrate, by reporting results, the best material and plans for constructing boilers, that will burn coal economically, and which shall prove to be the best on all accounts, for general use. It is to you, our master mechanics, and other railroad officials look for information to know how your engine works, and also to know what your opinions are in regard to material, plans of construction, and modes of opperating the same.—Now, you are the only men that have all these points constantly within your observation, and you may just as well take hold of the matter and report tests, and conclusions, as to have it done second handed, and to the credit of some other persons.

I will not extend this article further at this time, but promise to contribute my share in the future, as the investigation and examination of results shall proceed. Now it is not necessary that you should fully understand all the subjects referred to in this article, but confine yourselves to actual tests made, as regards material, and different plans of construction, with mode of operating in detail.—This is all very easy, as you have told your M. M. or the inventor all about these things many times. And now let us put it into some practical shape, that will be not only a lasting benefit to us all, but will be one of the most powerful influences to make our employers acknowledge our worth.

CHARLES WILSON, G. C. E.

SERMON DELIVERED

IN THE

2nd Presbyterian Church

FORT WAYNE, INDIANA,

AT THE REQUEST OF THE

Brotherhood of Locomotive Eng'r.

BY THE PASTOR

REV. G. O. LITTLE.

At the special request of many of the Citizens, and Members of the Brotherhood, the manuscript was furnished for publication, in THE ENGINEER'S JOURNAL.

TEXT.—"The Secret things belong unto the Lord our God; but those things that are revealed belong unto us, and to our children forever, that we may do all the words of this law." Deuteronomy, 29 Chapter and 29 Verse.

It sometimes happens that the man who has been the recipient of many favors from another, not only ceases to be thankful for them, but begins to claim them as a right and to look for them as a certainty, and even goes so far as to murmer and complain, if they do not come as fast, and are of the same kind that he has expected.

This, which occasionally occurs between man and man, more frequently occurs between man and God. So numer-

ous, so manifold, so great are God's benefits to us that there is a great tendency to forget "who is the giver of every good and perfect gift" and who thus has the undoubted right to say when and how much and to whom he will give; and who on the other hand is the recipient of these gifts, and who thus has nothing to do about them save to appreciate them thankfully.

It cannot but be profitable then in the sacred relations we bear to God to understand fully what belongs to God and what belongs to us. In the text one of these relations is referred to, and the division clearly and sharply defined. "The secret things belong unto God. Those that are revealed belong unto man."

The words were spoken by Moses at the close of his labors as God's chosen Leader of Israel. This period may be called the childhood of christianity—the period from Moses to John the Baptist, the youth, and the period from Christ the Saviour, to Christ the Judge of the whole.

As is the child, so is the man—and these words of Moses have been true in all the past, and will be true in all the future; that the secret things that God hath not chosen to reveal belong to Him. Those he hath revealed belong to them to whom they have been given. And it is well to remember here that God is very strict in conforming to his word—that while he will do all that he has said he will do, it is unwise to expect or take for granted he will do more. e. g.—When God smote the first born of Egypt, he required to be consecrated to him all the first of Israel, as a continued memento of their preservation. Afterwards in the place of the first born he proposed to substitute the whole Tribe of Levi.—When numbered all the Levites from a month old, and upward, were 22,000. But the first born when numbered were 22,273. Now many would say that was near enough and God would make no mention of the 273 that were lacking. But God is exact in all his requirements. Twenty-two thousand Levites would have to do what belonged to twenty-two thousand two hundred and seventy-three others to do, and it was fair that they should receive an equivalent for that labor. God commanded Moses to take five shekels apiece for these more than the Levites, and that the sum of all, viz. thirteen hundred and sixty-five shekels should be given to Aaron and his sons as a fair equivalent.

I believe God will be equally exact in his construction of the conditions of the Gospel; and that we have no authority for saying as many do: "I know that God requires so and so, and we mean to come as near to it as we can, and feel confident he will pass over those that are lacking." To those that reason thus I would refer to third chapter of Numbers, and ask them candidly why God did not pass over the two hundred and seventy-three that were lacking? Who he so strictly required the small sum of thirteen hundred and sixty-five shekels? And why he will be likely to act differently with you than with them?

I have endeavored to choose a subject to-day that would have practical application to all who might be present. To you, Locomotive Engineers, who for the first time as a body have met here in this house of God—where we shall always be glad to see and welcome you, whether singly or in a body; and to these as well who are accustomed to worship here. The theme of the discourse delivered before your Association at Chicago was "Workers together." A theme which in the political world is stirring the depths of society, and will stir until it is universally recognized. There is another theme making a still deeper commotion which will never be fully settled until the Judgement Day, when "every lip shall be closed and every mouth stopped" in denial or extenuation thereof "sinners together."—Things revealed belong to us and our children.

SUBJECT.

How do things revealed belong unto us and our children?

I. They belong unto us to understand and accept. On an engine it belongs to the fireman to fire the engine; keep all clear and bright above the running-board, and to do all that the engineer asks of him, i. e. to understand what he is to do, and how to do it, and accept his position without grumbling or complaint. But the secrete things belong to the engineer, i. e. the movement of the engine, the conforming to the time table, etc. Now the fireman while attending to his work can, if he chooses, examine into these things, so far as he has opportunity, but they do not belong to him. He is not held responsible for the understanding of, or complying with them. So it is in all systematized labor, whether in the work-shop, or the army, or the Government.

The secret things, i. e. the plans, the phrophecies, the order, the reasons that led to their adoption, belong to the few, who are at the head of these work-shops, or armies, or Government, who have the authority to do them and who are held responsible for the right doing of them. To the great mass in the workshop, in the army, in the Government belong these plans, purposes, orders, and the reasons that led to them only just so far as they are revealed. To this extent they are to understand and accept.—There is nothing derogatory to any one in this, for just as soon as any of them are advanced to higher positions, they will do the same, and the same thing will belong unto them, that now belong to those in authority.

Now, God is at the head of the moral government of the world, not by appointment but by right, as the Holy One, "the habitation of whose throne is justice and judgement." As the maker of all those who will in any way be affected by his Government. The principle is exactly the same as though he were appointed to sit on his throne. At the beginning everything was secret and belonged to him—but just so far as they have been revealed (whether by the monitor he places within man, or by the law he writes in stone, or by the word he speaks through his servants, or by the lessons that he stamps on the very face of his works of creation and providence,) now belong to man, the only creature besides the angels that can appreciate or comprehend them.

As fast as revealed man is to inform himself concerning them. By application he is to understand them. Being understood, he is cheerfully to accept them as all he has a right to expect or

require. Christ set man the example in this matter as all others. He came in form of man—while a man he endeavored to understand what his work was, which he was sent to do. He went back and searched Moses and the prophets to find what was revealed concerning his word, and when found he said, "Ought not Christ suffer and die."

No sooner was his work understood than he said to his wondering parents, "Must I not be about my father's busines?" In anticipating his death he said, "Shall I say 'save me from this hour? But for this hour came I into the world.'" He understood and accepted his work.

This belongs to us, i. e. to you and me. It is in the power of every one to understand this; it is so plain a child may comprehend it; it is written so legibly that he that runneth may read, and "the wayfaring man though a fool shall not err therein." If any one is in doubt his attitude should be that of Cornelius, when he said to Peter, "Therefore are we also present before God to hear all things that are commanded thee of God."

Out of all this grows man's duty to study the bible, to improve all the means of grace, to learn from all available sources, what God hath revealed, and then to accept them. The intelligent mind of the day is wrong, to a large extent. It is not examining what God has revealed or commanded, but inquiring what he might or ought to have revealed, or what he ought to do in case men do not comply with what he has said.

In every day life we love to see a man who makes every effort to find out what is expected of him, and then be faithful and speedy in doing it. So does God.

II. Things that are revealed belong unto us to use them for the purpose and in the way they were intended.

You say this nut belongs to that screw, or this part of any machinery belongs to that other part, i. e. it was made in reference to it, is adapted better for it. Now, if anything was made in reference to another, is fitted to another, why evidently it is made to be used for the purpose and in the way intended, it belongs to it. In I Kings, 6 chapter and 7 verse, we read of the temple Solomon built; that it was built of stone, made ready before it was brought thither, "so that there was neither hammer, nor axe, nor any tool of iron heard in the house while it was building," i. e. every stone was made in reference to, and fitted for a certain place in the temple while yet in the quarry. Each stone belonged to its place, and when so used, and only when so used, did it accomplish that for which it was intended.

Jesus said to the Jews: "Did ye never read in the scriptures, 'The stone which the builders rejected, the same is become the head of the corner." And Paul says, "Jesus Christ himself being the chief corner-stone, in whom all the building framed together, groweth into a holy temple in the Lord."

That is, Christ belonged to christianity, as revealed to the Jews, but was rejected. Through need of him it fell; and this same rejected stone is made the chief one in the new dispensation. As though one of the key-stones of one of the domes of Solomon's temple had been rejected, because of its peculiar shape and at last found to be the only one that would make the building complete. It belonged there.

This is a very important point, and one that deeply concerns us. Do we belong to christianity? Were we made with reference to it? Or, does christianity belong to us, made in reference to us, and our wants? I took a night ride on one of your engines for the first time, not long since. Now, what do you think most arrested my attention? It was this: All the bridges standing out white and clear, in the dark background, as they were lighted up by the powerful reflector, seemed too small for the engine to pass through. I was sure the smoke-stack would hit every time. And, after we were in the bridge, I thought we would never get through. I had to reassure myself by reasoning about the matter; and I reasoned thus: These bridges were not constructed at haphazzard, left dependent for their proportions to the pleasure of the architect, or even the rules of architecture, but were constructed in reference to the trains that would pass through them.—They were made in reference to, and for just such engines as the one I was riding upon. The bridge belonged to the engine, not the engine to the bridge.

This being so, it was an imputation on plain common sense to anticipate any danger, or difficulty. And by way of illustration I called to mind the text of scripture, "The Sabbath was made for man, and not man for the Sabbath."—Man was created first and the Sabbath made for him; instituted in reference to his wants. The Sabbath was not arbitrarily instituted of God and then man made for it. Hence we say that man does not belong to the Sabbath, but the Sabbath belongs to man.

Now, the Sabbath is one of the revealed things we are speaking of. It was instituted at the close of the six days creation, and observance of it was strictly enforced; it was made a day of physical rest. With the new dispensation, like some other institutions it was modified, and the first day was substituted for the seventh, and upon the mere idea of physical rest, was engrafted that of commemoration of Christs' resurection. The Sabbath of physical rest became the Lord's' day,—a day of spiritual authority. The Sabbath not being an arbitrary appointment, but an institution framed in reference to man's wants, it was changed,—modified to suit the new dispensation ushered in, in the fullness of time.

The church maintains that the Sabbath thus modified—this Gospel Sabbath is adapted to mans' wants—and that those who observe it, as commanded, are better off than those who do not. So with all revealed things in religion. "His commandments are not grevious." They belong to man; they are not arbitrarily appointed by a God who is tyrannical, or is ignorant of, or indifferent to man's wants. He knoweth how to give good gifts unto his children, better than earthly parents to their children; he giveth liberally and upbraideth not.

I am well aware that men take a superficial view of things in religion, who have not thoroughly informed themselves, think that some of the provisions of the gospel are too small, too limited to allow the safe passage of the redeem-

ed to heaven; just as I, taking a superficial view of things thought the railroad bridge too small to allow the safe passage of the train. They want to enlarge the way—they stand looking on—surely they can be saved; even if they commence and do not find their fears realized they say: "Well I was mistaken, but just see how small it is at the other end. It keeps getting smaller, you can see for yourself it does. I shall never get through."

Hundreds of minds to-day, are endeavoring to construct a wider, higher path to heaven than the gospel reveals, and thousands are listlessly waiting until some one of these hundreds do construct the way. Now, if I had shown any fear the engineer would have laughed at me probably, but would have assured me there was no danger, that hundreds of trains had passed through, and were passing daily. It would be folly not to believe him, because he knew more about it than I did. Now it is a poor rule that does not work both ways.—When you in turn show your fears, and we (the church) insure you, the danger is all imaginary, that hundreds have passed, and are daily passing through, you ought to believe us, because we know more about this than you do.

I should think an engineer, above all other men, could appreciate this point. In your business, when the massive iron has become "a thing of life," when you have whispered in her ear the word "go," when you by your instructive knowledge of her ways have attained a speed that another could not, when your interest are one, when like Ruth to Naomi you say in your sincere attachment, "Entreat me not to leave thee, or return from following after thee; for whither thou goest I will go; and where thou lodgest I will lodge; where thou diest I will die, and there will I be buried; the Lord do so to me and more also if aught but death part me and thee." You know that your common safety lies in keeping to that track, whose narrowing rails seem to point to the desired haven, that while you do the way is smooth, the progress rapid, the good attainable; but the moment you are off, your path is rough, your course stayed, your destruction possibly beyond redemption probable. The track, the bridges belong to you, made in reference to you, and should be used for the desired end. You may go forward, possibly backward for a time, but never sideways.

I say that you can appreciate the straight, narrow way of the gospel, the necessity of keeping close to it, if you would ride easily, make rapid progress, and reach your final destination. You can appreciate the cowardice of shrinking from running on that track, on stormy nights, or cold weather and your folly, and probable destruction if you jump off from it.

The short and narrow way as revealed in the gospel is ours, it belongs to us, was made for us.

III. The things that are revealed belong unto us to enjoy, to possess and reap the benefits of, in legal phrase, to have and to hold. It often happens that though things are ours by right, yet there are difficulties to be overcome in obtaining them; and persons to be encountered who would be glad, if they could prevent us from obtaining them, or holding them after we have taken possession. In all such cases the course of action is plain, viz. to say to all such, this thing, whatever it may be, is justly mine, and I will have it. Take for example the heir to a throne, who has been defrauded out of his rights by some usurper; or the man who has been cast out of his ancestral possessions. There will be many difficulties, there will be many persons who will frown upon him, and if possible thwart him in his designs, but he has a right to say, it is mine, and I mean to have it. This throne, this castle is mine, and I will have it whether you are willing or unwilling, or die in the attempt. We cannot but admire the persistence of Mrs. Gaines in contesting for over thirty years, her rights, now declared to be her rights. But she never would have obtained them, if she had counseled the feelings and wishes of others who were in practical possession.

We read in scripture that Ahab the King, came to Naboth, who had a vinyard near his palace, and said: "Give me thy vinyard that I may have it for a garden of herbs, because it is near my house, and I will give thee for it a better vinyard than it; or if it seem good to thee I will give thee the worth of it in money." And Naboth said, "The Lord forbid it me that I should give the inheritance of my fathers unto thee."—"And Ahab came into his house heavy and displeased." Would it have been right in Naboth to have said, "I am sure I do not want this vinyard if my neighbor and king does not want me to have it." Or, was he not right when he said, "This is the inheritance of my fathers, given them when the Lord divided the promised land among the tribes. It is mine, it makes no difference what he likes or dislikes, I will have it and hold it." Naboth was right, though he he died at the hand of the wicked Jazebel for the answer. When Ahab went down to take possession, Elijah met him and said: "In the place where the dogs licked the blood of Naboth shall dogs lick thy blood." God thus testified to the right of Naboth, to have and to hold his own.

We scarcely have any good thing but that somebody envies us therefor, would like to have it themselves, and frown upon us as long as we do have it; but that is no valid reason for giving it up. We act on this rule in temporal matters, but often depart from it in spiritual. I had, in a former church, two members whose daughter never went out of the house, to school or to church. I never could see her when I called. I then asked her mother why? She said she was foolishly sensitive because she was fleshy, and was afraid some one would laugh at her. Was she sensible or foolish to give up her right in education or religion out of consideration to others' feelings. A large number of people give up their outward advantages of christianity at least, because they think that those who now enjoy those advantages may possibly look down on them, for their dress—for their work—for their calling. A large number feel inclined to give up their place in the church because there are others who wish them out. They say, we will not stay where we are not understood and wanted. This applies, in a measure to railroad men and their

families. They are remarkably independent as a class, and I like them for it, but their independence is sometimes carried to a point so sharp that it is scarcely visible.

If religious privileges belong to you, and you have them by the gift of God himself, be independent enough to hold them in spite of frowns or cold looks, if there are such. We read in Samuel that when Hannah in her grief poured out her soul before God though not in audible words, Eli seeing her lips move and hearing no voice thought she had been drunken, and said, "how long will thou be drunken, put away thy wine from the." Now she might have said, "If even the High Priest misunderstands me and unkindly calls me drunken, I had better leave the house of God, when I am thus insulted, instead of being sympathized with as I should be. But no, she thought she had a right there and ment to hold it, and answered, "no my Lord, I am a woman of a sorrowful spirit; I have drank neither wine nor strong drink, but have poured out my soul before the Lord." Then Eli answered and said, "go in peace and the God of Israel grant thee thy petition that thou hast asked of him." Which was the most independent course of action? was there anything unwomanly in this honest, manly retort?

Now God has willed that every creature should worship him in spirit and in truth, and as far as possible have a place to worship him. The land is dotted with these white spots, all of which when built have been solemnly dedicated to him, they are God's houses, and every sinner has an equal right in them if he conforms to the rules which propriety dictates. Now I grant that there are members in some of these churches who only want their own set and style of people to come in their churches, falsly so called, there are members who do ridicule and look down upon those they think beneath them in point of wealth, education and position; there are members who forget the first duty instilled by Christ, to love their neighbor as themselves; there are members who seem to be unable to conform to common politeness. I grant this but I think the number is exaggerated, there are kind hearts under a rough careless appearance in many of these cases, and as a whole, no body of men give to everybody, strangers and all, as warm a welcome as the church.

But grant that it is not so in individual instances, what is the most manly way of meeting it. To be deterred from our rights by wrong conduct in others, or to quietly have our own in spite of their conduct? Let Hannah under the unjust rebuke of Eli be your pattern.

There is this further consideration, by yielding you give your outward assent to their pretentions; by holding fast you prove your worth and compell them to take back what they have said, as Hannah did Eli. To a clerk poorly dressed an employer once said, "John I do not like to have a clerk in my store so shabbily dressed, I want you to get a new suit." "Sir" he said respectfully, "I dress as well and as neatly as I can, and at the same time support my mother." I was not aware of this, said the employer. That remark afterwards made him a partner and son-in-law. Which was wisest, thus to answer, or to be offended and leave his position?

Remember this, in the kingdom of God there is neither male nor female, bond nor free, rich nor poor, exclusively. God seeketh all to worship him, who doth it in spirit and in truth, regardless of all these accidental characteristics.—Everybody has an equal right at the throne of grace, and in every house dedicated to God, everybody has an equal right to worship there. They are but symbols of the things revealed that belong to us and our children, an inheritance incorruptable, undefiled and that passeth not away. My hearers do not allow any one to delude you out of your inheritance. Christ has given us a practical example of this in Luke 18, 11. "Two men went up into the Temple to pray, the one a Pharisee and the other a Publican; the Pharisee stood and prayed thus with himself. God I thank thee I am not as other men are, and the Publican standing afar off would not lift up as much as his eyes towards heaven but smote upon his breast, saying, God be merciful to me a sinner." "I tell you this man went down to his house justified, rather than the other, for every one that exalteth himself shall be abased; and he that humbleth himself shall be exalted."

I said we were all sinners together, and if each of us realized this as the Publican did, and would not so much as lift up our eyes, and were only concerned in getting our petition answered, we would not see what others think. Did our starving brothers at Andersonville, think of others, when a crust of bread was thrown to them. Thank God we have enough and to spare and there is no dead line, but the same principle is true. The gospel supper belongs to us and we have a right to a seat.

IV. Things that are revealed belong unto us to do them. The conversion of iron into steel has always seemed to me a wonderful, almost inexplicable change. I do not understand how it is accomplished yet, or why that tempered in oil is harder than that tempered in water.—But this I know that that piece of metal which a moment ago was iron, with the characteristics peculiar to iron, is now steel, with all the characteristics of steel. In like manner the conversion of privilege into duty is a change often as wonderful and inexplicable as that of iron into steel.

How it was accomplished and why the temper is different in different cases, we may not understand, but this we know that the same act which was a moment ago a privilege, is now a duty.

It may be a privilege, a right to care for my parents to-day, a right that I will yield to none. I can conceive of a hundred things that may occur to-night that will make the case of my parents devolve upon me as a duty. I may stand on the crowded street counting it a privilege to help some lady or child from a carriage, just at the moment there came a carriage dashing round the corner right upon us, without the least warning, a runaway team, dragging a broken wagon which swings to this side, now to that. By a quick movement I can save myself and let them go, but the hand already extended as a privilege, with smiling face, in a form of a request, "allow me to help you out," must now be held firm as a duty, though that smiling face is suddenly bleached with fear. To draw it back now would be infamy.

Your engineers of whom are recorded so many heroic acts will understand what this kind of duty means. I have shown that things revealed belong unto us as a privilege to enjoy. I am not willing to learn it thus, they equally belong to us to do, as iron becomes steel, so the privilege to serve God, as he has declared the way, becomes a duty. This is what the text says, "the things that are revealed belong to us and our children forever, to do the whole law."

The story of Ruth has always been considered one of great beauty, and it has the same thought we are speaking of, very clearly brought out. She happened to glean in the field of one Boaz, and he when he found who she was, spoke kindly to her; and when she was astonished he said again, it hath been fully shewed me, all that thou hast done unto thy mother in-law since the death of thy husband, and how thou hast left thy father and thy mother and the land of thy nativity, and art come unto a people which thou knewest not heretofore. The Lord recompense thy work and a full reward be given the of the Lord God of Israel, under whose wing thou art come to trust. So far it is simple kindness, so she gleand to the end of the harvest, now the scene changes.

In olden times (Lev. 25, 25.) If one be waxon poor and hath sold away some of his possession, his next of kin can redeem it; if he be dead the next of kin can marry his wife and raise up the name of the dead upon his inheritance. It was a right that had more of duty in it then of privilege. Naomi suggests a way by which this can be best brought to the attention of Boaz. Ruth obeys it, and appeals to him as a near kinsman to do his duty by her. He at once said, "I will do the all thou requirest, it is true I am a near kinsman, how be it there is a kinsman nearer than I. If he will perform unto the the part of a kinsman well, let him do the kinsman's part, but if he will not do the part of a kinsman, then will I do thee part of a kinsman to the as the Lord liveth." Strictly and promptly he performed his word and the son of the marriage was Obid, who was the father of Jesse, who was the father of David.

It is this nice shade of distinction between privilege and duty that I wish to impress upon you. Here was a case in which it was both. So with the service of God. It is the greatest possible gift of God through Christ his son; many so esteem it as Boaz did the providing for Ruth, but many like him need to have the same act impressed upon them as a duty which they cannot as men slight or lay aside.

Christ's blessed invitations always come first, thus christianity is presented to childhood and youth, this at first Ruth-like shows itself to man in the days of his prosperity. If this is neglected it assumes a different phase and appeals to man in different ways, saying, "remember this and show yourselves men," "ye are not your own, ye are bought with a price." If this is neglected it warns you of some of the evils that will surely follow if you continue to neglect. It allures you by some of the blessing that will come by complying with it.

If you are dead to all appeals to your own interest, then it presents itself as a duty you owe to God, even though it was opposed to your personal interests. If still obstinate it foretells the future

destination, the vital element of which was, "ye knew your duty and did it not." It is well illustrated by the children of Israel not entering the promised land. It was promised as a precious gift, but when the time came and out of cowardly fear they said, "we will not go up," it was a sin against God's goodness and every one of them died in the wilderness, save Joshua and Caleb, who were ready to enter in and did enter in.

There is one additional thought that I have not dwelt upon. "These things belong to us and our children." Engineers you run not only your engine but you draw a train with you, one or more cars are closely identified in their interests with you, and are liable to share the same fate. True, you may meet utter destruction and they possibly be spared. True, you meet the danger first and bear the brunt of it, but they have no opportunity to avoid danger that you do not avoid for them. There is no better illustration of the relation children bear to parents then that a train bears to an engineer, as your employers entrust you with precious freight to draw with you where you go, so God entrusts to you who are parents with children, their interests are linked with yours, their fate may not be quite as certain as yours, but it is very likely to be, and sometimes like a car that has caught on fire after it has followed the engine over the precipice; their fate is far worse than yours.

To bring it still nearer home, your children are like the fireman, who has to face the same danger, run the same risk as you yourself, and yet has nothing to say. You may be intoxicated, you may be incompetent, you may be careless, and yet he can say nothing; he cannot get away from you, but must, silently as it were, with hands tied, share with you a fate, for which you alone are responsible. How true is this of your children. In temporal matters this identity of interest between you and your children is recognized and felt. And in your Association you have made provision for the family that suffer with the engineer when he meets death at his post. In spiritual matters, this identity of interest, though equally real, is lost sight of. It is the Brooklyn Life Insurance Company that has adopted such a beautiful design, and has placed it on their advertising cards. In the lower part of the picture, rising above the storm-tossed wave is seen the broken mast of a wrecked vessel; lashed to it is a sailor, who, in his struggle for life, has stripped himself of all unnecessary clothing; his bared arms are clinging to the rigging, his hair is washed smoothly back, by the waves that have beat over him; the eye is turned upward, but its glassy look, and the rigid clench of the hands tell plainly it is the look and grasp of death. In the upper part of the picture is the home circle—gathering about the cheerful fire, the aged father reading, the wife holding in her lap the babe, almost ready to be laid down in the cradle, that is standing by, two older children are playing together in the back part of the well lighted room. Between these two opposite scenes are written the words that furnish the connecting link between them. And at the same time break, as it were, the force of

the calamity, that is soon to be revealed to them.

"THEY ARE PROVIDED FOR."

I never look at the picture without asking a question of momentous import to him. Is he provided for? And to them, if they have reason to fear, that they have lost, not only for a season, but forever, one who should have stood with them in white robes around the throne of God, at the judgment day? but who will only hear the words, "Depart forever."

I beseech you make spiritual provision for yourself and for your family, so that if may be, you are suddenly taken away, you may leave not only an earthly support which shall make them comfortable until they can provide for themselves, but also a spiritual support, that they may not "sorrow as those who have no hope," that they may not be left to fight the battle alone, with no husbands' and fathers' christian hope and life to sustain, encourage, guide and keep them, until their pilgrimage being finished, they may meet you in that heavenly land where you have been called first.

I commend you to that God, who being greater than all, and the ruler of all, will safely keep you and yours till the last great day. Your engine so much trusted and loved may at last fail you, from some fault in itself, or in other things upon which it is dependant, and instead of carrying you safely, it may crush you with its massive weight. But your God who has power, in himself, if the spirit of Christ is in you, will raise up that crushed body as well as the soul that departed from it, and make both immortal. God grant that in such an hour you can lift up your hearts to him, and say in the spirit of the wrecked sailor, who stands in the bow of a noble ship, and as it sinks utters these words:

"So long companions, to part like this!
With the gallant ship slain by thee,
And torn and maimed as with human spite.
And I trusted in Thee, O, Sea.

The faith is shattered, the idol fallen!
I renounce Thee, O, Traitor Sea;
O, Thou who rulest the waves and storms,
Mighty Father, I come to THEE."

United States Railroad Conductor's Life Insurance Company.

We are in receipt of Constitution and By-Laws of this organization, which is very neat in appearance. In looking over the provisions in their rules we are much pleased with the spirit manifested to assist the widow and orphan. And if it shall appear, upon a fair trial, that the plan adopted, is defective, it can easily be remedied, as experience shall suggest. The provision to assist the entirely disabled members must meet the hearty approval of all well disposed persons, and be of sufficient inducement to all that have no families, to make this liberal provision for themselves in case of sickness. The mere disposition of an association of this kind, to assist the widows and orphans of dseceased members, and of those that are in want and entirely disabled, must meet the admiration and approval of all good men. All members of the Brotherhood are particularly requested to call the attention of every Conductor, on the road where they are employed, to the following instructions in regard to becoming members of this Insurance Association. Also to a general notice in another place in this number of the Journal.

Mr. M. L. Doherty, of Columbus, Ohio, is the Secretary and Treasurer of this Association. From what information we have in regard to this gentleman, we think the Association fortunate in their selection of their most important executive officer.

To the Conductors on all railroads in the United States. Gentleman:—Your attention is called to the following circular, which contains full information how to proceed:

The organization of the Company require all Conductors employed by any single Railroad, who wish to become members of this Company, to meet together and appoint one of their number to act as Secretary for said Road.

The person so appointed shall make all collections, and dispose of them as the Constitution and By-Laws direct, and attend to all correspondence and business with the Grand Secretary for the Road he represents.

The Secretary of the Road will send to the Grand Secretary at Columbus, Ohio, a list of the names of members on his Road, accompanied by the initiation fee of ($1,00) for each member.—Upon receipt of which, the Grand Secretary will make out a Certificate of Membership for each name, and forward them to the Secretary of Road for distribution. The initiation fee is to be used to defray the expenses of organization, printing, stationary, &c.

The Constitution and By-Laws also require the Secretary to collect from each member when pays his initiation fee, the further sum of one dollar each member when he pays his initiation ($1,00), to pay the premium when it becomes due, to the family of the first member who may be stricken with death.

So that the amount to be collected from each member is two dollars ($2,00), one of which will be forwarded with the list of members to the Grand Secretary at Columbus, Ohio, and the other retained by the Secretary of the Road until required to pay the first loss.

When you send list of members, please give the name in full of the person appointed Secretary for your Road, with his Post Office address.

Upon the death of any member on your Road, it is the duty of the Secretary for your Road to at once notify the President and Grand Secretary, giving particulars of the cause and circumstances attending his death.

Please send all money remittances by Express and not by Mail, and retain the Express receipt until the receipt of money is acknowledged by the Grand Secretary.

J. W. MOORE, I. N. HORNER, N. K. ELLIOTT, } Executive Committee.

JAMES MARSHALL, President.
M. L. DOHERTY, Sec'y & Treas.

FORT WAYNE, IND., Nov. 14th, 1868.

Official acknowledements by Division No. 12, B. of L. E., for courtesies received from the Superintendants of the Western Division of the P. Ft. W. & C. R. R., and the T. W. & W. R. R., running to and from the city of Fort Wayne, Indiana.

WHEREAS, Division No. 12, did a short time previous to the Annual Session of the Grand International Division of Locomotive Engineers, held in the city of Chicago, Ill.,

Oct. 1868, appoint a Committee to wait upon the supts., of the above named railroads for the purpose of soliciting passes for delegates attending said Convention of Locomotive Engineers, and

WHEREAS, The Superintendants of the P. Ft. W. & C. R. R., did upon application being made to them most readily and willingly comply with the request, and granted passes for delegates to and from the Convention. And

WHEREAS. The Superintendants of the T. W. & W. R. R. upon application being made to them give directions to their Conductors to recognize and pass delegates on the presentation of their credentials issued by their respective Divisions. and

WHERVAS, The Committee appointed by Division No. 12 were treated with such due respect, and met with entire success at the hands of the gentlemanly Superintendants of the above named roads, and to the full and entire satisfaction of this Division. Therefore in consideration of the foregoing preamble, be it

RESOLVED, That Division No. 12 do hereby return their sincere and heartfelt acknowledgements for the courtesies received from the officials of the P. Ft. W. & C. R. R., and T. W. & W. R. R., and that we cherish a greatful remembrance of the same, and that we desire to express our best wishes for the future prosperity of both roads, and the gentlemanly officials who manage the same.

RESOLVED, That a copy of the above be furnished the Grand Officers for publication in the Locomotive Engineers Monthly Journal.

WILLIAM T. JAGKSON,
A. H. POLHAMUS,
WM. E. STONE. } Committee.

Answer to Engineer's Story, in September Number.

In September's Journal, there appears
The Story, of an Engineer,
Related by himself, of course,
About freaks, of his "iron horse."

The startling incidents are portrayed
In vivid collors, "Light and Shade"
Are made to blend their varied hues,
Producing tints, both old and new.

At last he's off, and many a mile
Is passed in safety, though meanwhile
They rush through tunnels, over bridges,
Through gaping hollows, over ridges.

But with all these, when safely passed,
He'd nought to do, until at last
He sees a light turn, far ahead,
Like lobster boiled, from green to red.

And, now the whistle shrill is blown,
The steam shut off, yet they rush on;
And soon a crash is heard, and then
He finds himself loose from his train.

But now, alas! what shall he do,
His throttle valve is broke in two,
And the only resource, left to him,
Is to dash her fire and let her skim.

To a tragic end, he nearly came,
But he was not at all to blame,
So says, at least, this Engineer,
But this, to me, seems rather queer.

His story, might do, to tell Marines,
But Seamen are not quite so green.
For if he'd thrown her lever back,
He would have stopped her in her tracks.

And if he'd raised her safety valve,
She'd not run so far, by half;
Or, if he'd clapped on both the pumps,
He'd saved her all those awful bumps.

Now Brother Mudge, for fear he might
Again, get into such a plight,
Please forward this, to his address,
As it may save him much distress.

Champaign, Oct. 18th, 1868

Obituary.

DIED--At Newark, N. J. September 26th, 1868, Brother Nathan Nichols, aged 33 years.

Brother Nichols met his death at the Morris and Essex railroad depot, in the city of Newark, on the night of the 26th of September, by collision with an engine standing on a side track, taking water.

Brother Nichols was on his way from Chatam to Newark with a heavy coal train, and the track being in a bad condition his train became unmanageable, and run away with him, down the steep grade. His engine being a light passenger engine he was unable to hold the train, and dashed down the grade. He called for brakes several times, and blowed long and loud to notify, both the public and the employees, that he was runuing away, and to clear the way for him; and unconsious of danger,—standing heroically at his post—doing all that science and a cool brain could suggest, to stop his train. But, alas, for him the switch was turned wrong, and he collied with a heavy engine standing there, completely upsetting his engine, and killing him instantly, and making a complete wreck of his engine and train.

Brother Nichols leaves a son aged 14 years, also two brothers and two sisters, to mourn his sad and sudden death. His remains were taken to Morristown for burial, accompanied by as many of the Brothers of Division 53 as could possibly get away, and a large number of friends. His Funeral Sermon was preached on Sunday the 11th, by the request of many friends that could not get to his funeral.

Brother Nichols was a member of Division 53, and was beloved by all that had the pleasure of his acqualntance. He was considered, by his employers, as second to none. He had been running on the M. & E. R. R. for the last 3 years.

He had served with honor all through the great rebellion in the Eighth New Jersey Volunteers.

At a regular meeting of Division 53, held at their hall, at Jersey City, October 7th, 1868, the following preamble and resolutions were unanimously adopted:

WHEREAS, It has pleased an Almighty God to remove, by death, our beloved Brother Nathan Nichols, and again impress upon our minds the stern lesson of the uncertainty of life and the certainty of death; be it therefore

RESOLVED, That we bow in humble submission to an allwise Providence, acknowledging that unto God we are indebted for every good and perfect gift.

RESOLVED, That we duly sympathize with the bereaved family of our deceased Brother, and tender them our heartfelt sympathy, in this their sore affliction.

RESOLVED, That by his death we have lost a worthy member, and society a good citizen.

RESOLVED, That we sincerely regret the loss of our friend and Brother, and will ever cherish his memory.

RESOLVED, That as a token of respect for our deceased Brother our Hall shall be decorated, in mourning, for thirty days.

RESOLVED, That a copy of these resolutions be sent to the family of the deceased Brother, and be printed in the ENGINEER'S MONTHLY JOURNAL, and appear upon the Records of the Division.

GEO. W. CONKY,
W. B. DAY,
GEO. WOOLSY, } Committee.

DIED—Near Zanesville, Ohio, Nov. 3d, 1868, Brother Robert Brown.

At a regular meeting of Zanesville Division No. 36, B. of L. E., the following preamble and resolutions were adopted:

WHEREAS, In the providence of the Almighty, we are called to mourn the loss of our beloved Brother Robert Brown, who was killed, in the performance of his duties, by the explosion of the boiler, Nov. 2d, 1868, 12 miles West of Zanesville, on the B. O. & R. R. C. O. Division. Therefeore be it

RESOLVED, That while we hear with regret of the death of Brother Brown, and mourn his loss as a member of our Fraternity, we bow in humble submission to the will of the Al, mighty, who rules the Universe, and shall not forget that we too are mortal, and may soon be called upon to take that journey from whence no traveler returns.

RESOLVED, That we deeply sympathize with the bereaved family and frionds of our deceased Brother, and trust that He who afflicted will also sustain them.

RESOLVED, That a copy of the above resolutions be furnished to the LOCOMOTIVE ENGINEER'S JOURNAL.

JOHN G. SODE,
V. B. SHIPLEY,
E. B. WILLIAMS, } Committee.

DIED—Of Division No. 89, B. of L. E., Brother James Fairburn, in the 22nd year of his age.

WHEREAS, It is with a feeling of deep and painful regret that we have to announce the death of our beloved and much esteemed Brother James Fairburn, who was killed in the faithful discharge of his duty; Therefore, be it

RESOLVED, That by his death we have lost a Brother, who was beloved and respected by all who knew him,—honest, and industrious, and a faithful engineer.

RESOLVED, That we sincerely regret the loss of our Friend and Brother, who was so suddenly removed from our midst by the stern hand of death, and we will ever cherish and respect his memory.

RESOLVED, That we deeply sympathize and mourn with the relatives and those afflicted by this sad event. We earnestly hope and pray that God may enable them to bear this sad bereavement with Christain fortitude, and humbly submit to the will of that Divine Power which controls the destinies of all.

RESOLVED, That as a token of respect for our deceased Brother, our Hall be draped in mourning for thirty days.

RESOLVED, That we return our heartfelt thanks to several of the Officers of the G. T. R. Company for courteseis extended to those wishing to attend the funeral, for which kindness they shall ever be remembered.

RESOLVED, That we return our heartfelt thanks to the Deputy-Grand Master Graham, of the Masonic Lodge, for the high merits in which he spoke at the grave of our deceased Brother regarding the Brotherhood of Locomotive Engineers.

RESOLVED, That a copy of the foregoing resolutions be presented to the relatives of the deceased, and that they be published in the ENGINEERS' MONTHLY JOURNAL, also in two daily papers of this City.

Point St. Charles, Montreal C., Nov. 3d.

A. DAVIS,
J. CARDELL,
J. NEILSON, } Committee.

Expulsions.

Robert Floyd, Division No. 35, Lexington, K. Y., for drunkenness and other unbecoming conduct.

Josiah Wood, Penn's Treaty, Division No. 71, Philadelphia, Pa., for drunkenness while in charge of a passenger train.

Charles L. Hunt, Division No. 47, Hornellsville, New York, for non-payment of dues.

Special Notices.

The New Constitution and By-Laws, are now ready for distribution.

Sub-Divisions will find it to their advantage to order a sufficient amount to supply all members of their respective Divisions, also extra copies for distribution, as all Sub-Divisions should be careful and have a good supply on hand for that purpose. The expense of sending a full supply at one time, will be the same as for a much less quantity.

Officers of Sub-Divisions will please forward the names, and Post Office address of their respective Superintendants and Master Mechanics.

CHARLES WILSON, G. C. E.,
S. R. MUDGE, F. G. A. E.,

United States Railroad Conductor's Insurance Company.

Conductors of railroads wishing information of, or to become members of the United States Rail Road Conductor's Life Insurance Company, will please address M. L. Doherty, Secretary and Treasurer, Columbus, Ohio, giving their Post Office address, who will send documents and instructions.

JAMES MARSHALL, Prest.
M, L DOHERTY, Sec'y & Treas.
Columbus, O., Dec. 12. '68.

SPECIAL NOTICE.—Locomotive Engineers throughout the Continent, who are desirous of forming Sub-divisions of the B. of L. E., to act in concert with those already organized, are invited to communicate with CHARLES WILSON, C. G. E.
or S. R. MUDGE, F. G. A. E.
Address Box 1631, Fort Wayne, Ind.

Information is wanted of the residence of Joshua Boynton, Locomotive Engineer. It is said that he was employed on the Erie Railway in 1863. Any person knowing his address, will confer a favor by reporting the same to G. B. Burrows, Madison, Wisconsin.

LOST.—At Chicago. Ill., a Pocket Diary. Any person finding the same will confer a favor by sending it by mail to Lute Welch, Kingston, Penn.

We wish the readers of the MONTHLY JOURNAL to understand that, in publishing communications, we do not hold ourselves responsible for the opinions of our correspondents.

Owing to the great press of matter this month, several obituary notices will not appear until next month.—ED.

Division Meeting Notices.

DIVISION NO. 1, DETROIT, MICHIGAN.—Address E. Harrison, box 62, Detroit, Mich.

DIVISION NO. 2, MARSHALL, MICHIGAN.
THOMAS FAULKNER, C. E.,—P. O. Box 394, Marshall, Mich.
M. S. O'KEEFE, F. A. E., Marshall, Mich.

DIVISION No. 3, MICHIGAN CITY, IND.—Meets every Saturday evening, third story, Sherman's block, room No. 9, corner of Franklin and Michigan streets, Brothers in good standing give us a call.
C. C. SAVAGE, C. E.,—Box 26 Michigan City, Mich.
CHAS. STEELE, F. A. E.,—Box 196 "

DIVISION NO. 4, ADRIAN, MICHIGAN.—Address J. Tomlinson, or L. J. Wheeler, Adrian, Mich.

DIV. No. 5, NORWALK, O.—Meets first and third Saturday evenings in each month, in Engineer's Hall, Latimer's block, corner of Main street and Railroad Avenue.
T. L. BRYNER, C. E.,
CHARLES STEELE, F. A. E.,
T. J. HURTSWELL, Cor. Sec. Div. Box, 105 Norwalk, Ohio.

DIVISION NO. 6, MONTANA, IOWA.
J. K. FLINT, C. E.,—Box 80, Montana, Boone Co., Iowa.
R. WILMOT, F. A. E., " "

DIVISION No. 7, LAFAYETTE, IND.—Meets every Saturday evening, at Reynolds Block, Stone Front, on Main s reet.
ELISHA CANDEE, C. E.,—Box 36 Lafayette, Ind.
FRED HUBLEY, F A. E., " "

DIVISION NO. 8, CRESTLINE, OHIO.
D. M. PEPPARD, C. E.,—Box 183, Crestline, Ohio.
W. J. READ, F. A. E., "

DIVISION NO. 9, LA PORTE, IND.,—Address O. G. FOX, LaPorte, Ind.

DIV. No. 10, CHICAGO, ILL.—Meets every Saturday evening, Morrison's block, 155 South Clark street, room No. 10. Brothers in good standing are requested to correspond and meet with us.
J. C. PARKER, C. E.,—98 Wilson St. Chicago, Ill.
N. F. STORY, F. A. E.,—248 4th Avenue, "
G. J. Benjamin, Corresponding and Financial Secretary, 1615 State street.

DIVISION NO 11, INDIANAPOLIS, IND.—Meets every Saturday evening, East of Odd Fellows Hall No. 62, Washington Street. Brothers in good standing are respectfully invited to attend.
Z. B. Belleo, C. E.,—Indianapolis, Indiana.
G. W. Tyer, F. A. E.,—139 South East street, Indiapolis, Ind.
J. B. Whitsell, Cor. Sec., Box 1259, Indianapolis, Indiana.

DIV. NO. 12, FORT WAYNE, IND.—Meets every Saturday evening, 3d floor, Baker's block, Clinton streeet, between Columbia and Main streets.
E. O. POOLE, C. E.,—Box 939 Fort Wayne, Ind.
H. C. BRUSH, F. A. E.,—Box 125 "
W. T. JACKSON, Cor. Sec. Box 625 "

DIVISION NO. 13, CONCORD, N. H.,
J. M. CODMAN, C. E.,—No. 26 Centre street Concord, N. H.
J. P. MASON, F. A. E., Concord, N. H.

DIVISION No. 14, UTICA, NEW YORK.—Meets every Monday evening, at Brotherhood Hall, over No. 9, Broad street, 3d floor. Members of other Divisions are respectfully invited to attend
ABRAM SHOEMAKER, C. E.,—Manlics, New York.
M. J. CARROL, F. A. E.,—66 main St., Utica, N. Y.
M. RICKARD, Cor. Sec., "

DIVISION NO. 15, BUFFALO, New York—Meets every Wednesday evening, Daniels Block, Mich street. Members in good standing are respectfully invited to attend. GEORGE SEABROOK, C. E.
P. O. Box, 2143. L. B. SKINNER, F. A. E.

DIVISION No. 16, GALLION, OHIO.—Meets every Saturday evening in Spoonhouse's Block, corner of Main and South Streets. Members of the Order in good standing are respectfully invited to attend.
A. B. QUIGLEY, C. E.,—Gallion, Ohio.
JUD. BELTON, F. A. E.,—Box 25 Gallion, Ohio.

DIVISION 17, ALLEGHENY CITY, PA.—Meets every Wednesday evening at half-past 7 o'clock, in Odd Fellows' Hall, north end of hall, and Spears', plow makers, Beaver street, Manchester, Allegheny, Penn.
ROBT. CHISHOLM, C. E.
EDWARD MALONE, F. A. E.
Lock Box 113, Allegheny City, Pa.

DIVISION NO. 18, ROCHESTER, N. Y.—Meets every Saturday evening in Flint's block, 4th floor, corner of State street and N. Y. C. R. R.
GEORGE COLBURN, C. E.,—N. Y. C. R. R.,
JOHN BARKER, F. A. E., "
CHAS. THOMAS, Cor. Sec.,—26 Gorham St., Rochestor, New York.

DIVISION NO. 19, BLOOMINGTON, ILL—Meets first and third Saturday evenings of each month, at Engineers' Hall, corner Main and Jefferson sts.
JAMES O'NEIL, C. E.,—Box 241 Bloomington, Ill.
STEPHEN AKERS, F. A. E., " "

RICHMOND DIV· No. 20, LOGANSPORT, IND.—Meets every Sunday, in Tipton Hall, Fourth street, at 2 o'clock p. m.
JOHN COOPER, C. E.;—Richmond, Indiana.
ROBERT JOHN, F. A. E.,—Box 351 Logansport, IND.

DIVISION NO. 21, MEMPHIS, TENN.
GEO. FOX, C. E.,—Address care M. & L. R. R. R.
CHARLES FALES, F. A. E.,—M. & T. R. R. Office Memphis, Tennessee.

DIVISION NO, 22, CAMDEN, N. J.
G. W. VERNON, C. E.,—Box 33, Camden, N. J.,
R. GAUNTH, F. A. E., " "

DIV. No. 23, SPRINGFIELD, Ill.—Meets eveay Friday and Saturday alternately, west side Public square.
BURR MALLET, C. E.,—Box 430 Springfield Illinois.
B. J. MILLER, F. A. E., " "

DIVISION No. 24, CENTRAILA, ILL.—Meets every Saturday evening, in Odd Fellows Hall. All worthy brothers are cordially invited to meet with us.
E. P. PHELPS, C. E.,—Box 142 Centralia, Illinois.
M. VAN PATTEN, F. A. E.,—Box 122 "

DIV. No. 25, TERRE HAUTE, IND.—Meets every Saturday evening, Engineers' Hall, corner Main and Third streets.
A. J. SHEFBURNE, C. E.,—Box 780 Terre Haute, Ind.
G. W. SHEARER, F. A. E.,—Box 232 "

DIVISION NO. 26, SELMA, ALABAMA.
HOWARD M. SEITH, C. E.,
S. J. DANIEL. F. A. E.,—Address S. K. SHEMMERHORN, Selma, Alabama.

DIVISION NO. 27, RACINE, WIS.—Address W. R. WARD, Racine, Wisconsin.

DIVISION No. 28, DAYTON, OHIO.—Meets alternate Saturday evenings, in their hall, Dickey's new building, corner of Ludlow and Sixth st eets.
F. W. BROWN, C. E.,—Dayton, Ohio.
W. L. WRIGHT, F. A. E., "

DIVISION NO. 29 BROOKFIELD MO—Meets first and third Wednesday, and second and fourth Thurspays of each month, in Roberts Building, second floor Main street.
W. H. EMERY, C. e.,—Box 54 Brookfield, Mo.
JOHN PUNSHON, F. A. E.,—Box 80 Brookfield, mo.

DIV. NO. 30, PHILLIPSBURG, N. J.—Meets first Friday, and third Saturday of each month at B. D. R. R. depot, fourth story.
T. D. VOORHEES, C. E.,—To whom all communications should be addressed, Box 259, Easton, Pa.
SAMUEL BALDWIN, F. A. E.,—Phillipsburg, N. J.

DIVISION No. 31, CLEVELAND, OHIO.—Meets first and third Saturday evenings, in each month, at Temperance Hall, 184 Superior street.
J. S. TOWNSEND, C. e.,—No. 76 murison street Cleveland, Ohio.
LEONARD HAM, F. A. E., Cleveland, Ohio.
Address T. B. CUYLER, Cor. Sec. C. & P. R R. Shops, Cleveland, Ohio.

DIV. No. 32, AURORA, ILL.—Meets every Saturday evening, at No. 21, Broadway.
W. DEMPSTER, C. E.,—Box 214 Aurora, Illinois.
EW'D KUCHENE, F. A. E.,—Box 40 " "

DIV. NO. 33, NASHVILLE, TENN.—Meets every first and third Sunday, in each month, at 10 o'clock A. M., in Engineers' Hall, fourth floor of Union and American Block, cir. Cherry, and Church sts., opposite the Maxwell House, Visiting brothers always welcome.
H. C. SHEETZ, C, E.,—Nashville, Tennessee.
A. T. HOWE, F. A. E., " "

DIVISION NO. 34, LITTLE MIAMI, COLUMBUS, OHIO.
JOHN KILROY, C. E.,—Box 442. Columbus, Ohio.
A. F. WEBB, F. A. E.,—Box 88, "

DIVISION NO. 35, LEXINGTON, K. Y.
FRANK LOCKWOOD, C. E.,—Lexington, Kentucky.
J. W. STIFLER, F. A. E., "

DIVISIGN NO. 36, ZANESVILLE, OHIO.
V. B. SHEPLEY, C. E.,—Zanesville, Ohio.
ELIAS DEW, F. A. E. "

DIVISION No. 37, LITCHFIELD, ILL.—Meets every alternate Saturday evening in Odd Fellows Hall, State street, West Philadelphia Public squair.
LAWRENCE BERGIN, C E.,—Litchfield, Illinois.
ANSON GUSTIN, F. A. E., " "

DIV.No. 38, MARTINSBURG, W. VA.—Meets every Wednesday evening, in Boaman's Hall, Queen street, next door to the National Bank of Martinsburg. All members of the Brosherhood in good standing are respectfully iuviled to meet with us.
O. W. CELBY, C. E.,—Baltimore Maryland.
J. D. COPENHAMMER, F. A. E.,—Martinsburg, W. V.

DIV. No. 39, SEYMOUR, IND.—Meets first and third Friday and second and fourth Saturday evenings of each month. Visiting brothers cordially invited.
GEORGE N. PICKETT, C. E.,—Box 225, Seymour, Ind.
H. C. BROWN, F. A. E.,—Box 261, " "

DIVISION No. 40, PORTLAND ME.—Meets every other Wednesday evening, commencing Sept., 30th, at 7:30 p. m., over First National Bank, corner middle & Plumb sts.
H. B. WING, C. E.,—No. 8 Salem st., Portland, me.
B. A. HESELTINE, F. A. E.,—No. 5 Atlantic street Portland, me. Address H. B. Wing.

DIVISION No. 41, ELMIRA, N. Y.—Meets first and third Saturday evenings of each month, at Engineers Hall, Dimely Block, corner Lake & Carrol Sts.
GEORGE VANOVEN, C. E.,—Box 119. Elmira, N. Y.
JOHN A. BALEY, F. A. E., " " "

DIV. No. 42, CARONDELET, MO.—Meets second and fourth Saturday evenings of each month.
JOHN C. THORPE, C. E.
BERNARD SMITH, F. A. E.

DIVISION NO. 43, MEADVILLE, PENN.
H. D. BROWN, C. E.,—Box 96, MeadDille, Penn.
J. A. COOPER, F. A. E.—Box 198, "

DIVISION No 44, ALTOONA, PA.—Meets the second and last Saturday evenings of the month, in Patton's Hall, Virginia street.
PHILLIP LOGAN, C. E.
ISAAC BELL, F. A. E.,—Harrisburg, Pa., care of W. P. Hughes.

DIVISION NO. 45, WEST PHILADELPHIA, PA.—Meets every Saturday evening corner of Coats St. and Pennsylvania Avenue.
GEORGE K. STEVENS, C. E.,—611 north 37th street, Mantua, Philadelphia Pa.
DELOS EVERETT, F. A. E.,—611 north 37th street, Mantua, Philadelphia, Pa.

DIVISON 46, ALBANY, N. Y.—Meets every Monday evening, at their Hall, No. 51, Jackson st.
J. C. SCHEMERHORN, C. E.,—N. Y. R. R., West Albany, N. Y.
W. H. BOOTH, F. A. E.,—158 Lumber Street. Albany, N. Y.

DIVISION 47, HORNELLSVILLE, N. Y.—Meets Wednesday and Thursday evenings of each week alternately, at Engineers' Hall, corner Main and Church streets.
CHAS. N. ALLEN, C. E.,—Hornellsville,, N. Y.
MICHAEL CALAHAN, F. A. E., Hornellsville, N. Y.

DIVISION No. 48, St. Louis, MO.—Meets first and third Saturday evenings of each month, Summit Avenue, between Cooper street and Chouteau Avenue. Pacific R. R. Shop.
S. D. CAMPBELL, C. E.,—St. Louis, missouri.
FRANK LEWIS, F. A. E.,—St. Louis, mo.

DIVISION NO. 49, ST. LOUIS, ILLINOIS.
W. B. VERMILLION C E.—East St. Louis, Illinois.
BARNEY MCDONALD, F. a e "

DIVISION No. 50, PITTSBURGH, PA.—Meets every Sunday afternoon, at 2 p. m., Odd Fellows Hall, Penn street, Fifth Ward
F. L. NEUMONT, C. E.,—No. 744, Penn St., Pittsburgh, Pa.
G. A. CASSIDAY, F. A. E., cor. may and Allen sts., Pittsburgh, Pa.

DIV. NO. 51, PHILADELPHIA, PA.—Meets January 12th and 26th, February 9th and 23d, March 9th and 23d, April 9th and 20th, May 4th and 18th, June 1st, 15th and 29th, July 13th and 27th, August 10th and 24th, September 7th and 21st, October 5th and 19th, November 2d, 16th and 30th, December 7th and 21st, in Franklin Rose Co.'s Hall, corner of Broad and Fitzwater Streets.
CHARLES G. FOX, C. E.,—No. 98 Gough St. Baltimore, m. D.
L. D. TUFTS, F. A. E.,—Box 1,017, Clemont street, Philadelphia, Pa.

DIVISION NO. 52, BALTIMORE, MO.—Meets every alternate Sunday, corner Pennsylvania Avenue and Orchard Street, No. 51, at 2 o'clock, A. M. Members from sister Divisions, in good standing, are requested to meet with us when convenient.
John Macabee, C. E.,—No. 124 Preston St., Baltimore, M. D.
J. H. Stephens, F. A. E.,—No. 1 Chase Street, Baltimore, M. D.

DIV. No. 53, JERSEY CITY, N. J.—Meets first and third Friday evenings of each month, Odd Fellows' Hall, 49 Montgomery street.
JAMES K. SMITH, C. E.,—548 Mulberry St., Newark. New Jersey.
ALEXANDER JACOBUS, F. A. E.,—Box 235, Jersey City, New Jersey.

DIV. No. 54, PORT JERVIS, N. J.—Meets Monday and Saturday evening, alternately, at Engineers' Hall, corner of Front and Sussex Streets.
JOSEPH W. WEED, C. E.,—Box 56, Port Jarvis, N. Y.
J. M. COOKSON, F. A. E., Box 71, " "

DIV. No. 55, GRAFTON, W. VA.—Meets every Friday and Saturday evening alternately, at Jenkins' Hall, on Front street.
WILLIAM D. HARDIE, C. E.,—Grafton, West Va.
CHARLES T. LAWTON, F. A. E., " "

DIV. NO. 56, KEOKUK, IOWA.—Meets the second and fourth Saturday evenings of each month, in Patterson's Block, Johnson Street, between Second and Third.
S. W. WAKEFIELD, C. E.,—Box 492, Keokuk, Iowa.
JAMES LAMB, F. A. E., " "

DIV. No. 57, PROVIDENCE, R. I.—Meets first Monday and third Thursday evenings, on third floor, of 62 Waybonet street. Members in good standing are respectfully invited to meet with us.
E. C. HUBL, C. E.,—No. 5 Carrol St., Providence, RI.
A. A. WARD, F. A. E., "

DIVISION No. 58, KINGSTON, PA.—Meets first Monday and third Tuesday evenings, at Masonic Hall.
JOHN H. SMITH, C. E.,—Box 711, Wilksberrie, Pa.
LUTE WELCH, F. a. e., Box 82, Kingston, Pa.

DIVISION No. 59, GREENBUSH, N. Y.—Meets first and third Wednesdays of each month, Odd Fellows' Hall, corner of Ferry and Broadway sts. Visiting Brothers are invited to meet with us.
W. B. HORTON, C. E.,—Box 66, Greenbush, N. Y.
CHAS. MELIUS, F. A. E., " "

DIVISION No. 60, ROCK ISLAND, ILL.—Meets first Saturday and third Friday of each month, at their Hall, in the passenger depot, Davenport Iowa, at 6 p. m.
JOHN BUSWELL, C. E.,—Box 88, Davenport, Iowa, to whom all correspondence should be addressed.
CHAS. H. CARROLL, F. A. E., Davenport, Iowa.

DIVISION NO. 61, BOSTON, MASS.
G. H. SANDERSON, C. E.,—152 Albany street, Boston, Massachusetts.
I. C. PINGREE, F. A. E.—East Cambridge, Mass.

DIVISION No 62, GALESBURG, ILL.—Meets in Odd Fellows Hall, every Saturday evening, at 7 p m.
JAS C NASH, C E.,—Box 448, Galesburg, Illinois.
ROBERT W. COLVILLE, F. A. E., Box 80, " "

DIVISION NO. 63, SPRINGFIELD, MASS.,—Meets in Sons of Temperance Hall, Room 18, Barnes Block.
G. F. SOLLACE, C. E.—No. 16 Main Street Springfield Mass.
Geo. G. BENJAMIN, F. A. E. Springfield, Mass.

DIVISION No. 65, CHILLICOTHE, OHIO.—Meets every Friday and Saturday evenings alternately.
W. W. HUNTSMAN, C. E.,—Chillicothe, Ohio.
S. E. MOSHER, F. A. E., " "

DIVISION NO. 66, PORTAGE CITY, WIS.
E. K. CRIPPEN, C. E., —Box 344, Portage City, Wis.
G. T. THOMPSON, F. A. E., "

DIVISION No 67. DUNKIRK, NEW YORK.—Meet at their hall, in the Erie Railway Building, on Front street, Dunkirk, N Y, every alternate Saturday evening. commencing Feb. 1st, 1868. Brothers from other divisions are cordially invited to visit and correspond.
J. C. HAGGETT, C. E.,—Box 466, Dunkirk, New York.
John Foss, F. A. E., Box 34, " "

DIVISION No. 68, LOVDOV, CAVADA WEST.—THOMAS BROOK, C. E.—Wellington, st., London, Ontario.
THOMAS W. COX, F. a. e., Wellington st., London, Ontario.

DIVISION No. 69, ATLANTA, GA.—Meets every Friday evening, at 8 p. m., in No. 1 Fire Company's Hall on Broad street,
W. H. ANDERSON, C. E.,—Box 62, Atlanta, Ga.
F. M. BERRY, F. A. E. " "

PENN TREATY DIVISION No. 71.—Meets in Union League Hall, Frankford Road and York street Kensington, Philadelphia, on the named dates: Jan. 7th, 12th, 21st, and 26; Feb. 4th, 9th, 18th, and 23d; Mareh 3d, 8th, 17th, 22d, and 31st; April 5th, 14th, 19th, and 28th; May 3d, 12th, 17th, 26th, and 31; June 9th, 14th, 23d, and 28th; July 7th, 12th, 21st, and 26th; August 4th, 9th, 18th, and 28th; September 1st, 6th; 15th, 20th, and 29th, October 4th, 13th, 18th, and 27th; November 1st, 10th, 15th, 24th, and 29th; December 8th, 13th, 22d, and 27th. The members of the fraternity are cordially invited to meet with us.

Isaac C. Shults, C. E.,—Camden, New Jersey.
Daniel H. Fowler, F. A. E.,—Box 564 York street, Philadelphia, Pa.

DIVISION NO. 72, AMBOY, Ill.
C. H. Martin C. E.,—Amboy, Illinois.
J. R. Patterson, F, A. E., "

DIV. No. 73, MADISON. WIS.—Meets first Wednesday and third Saturday of each month, in Odd Fellows' Hall. Members in good standing are respectfully invited to attend.

Frank Collins, C. E., Prarie du Chain, Wisconsin.
Robert Toombs, F. A. E., Box 827, Claybourn street Wilwaukee, Wisconsin.

DIVISION No. 74, HARRISBURG, PA.—Meets in College Block, Third street, between Market and Walnut, every Saturday at 7½ a. m.

John Fritchey, C. E.,—Box 160, Harrisburg, Pa.
E. N. Jones, F. A. E., " "

DIV. No. 75, READING PA.—Meets every Saturday evening, corner of Seventh and Penn streets, at 8 o'clock, p. m. Brothers give us a call; we are always on time. All communications addressed to

G. G. Steffee, B. E.,—No. 743 Chestnut street Reading, Penn.
E. J. Rauche, F. A. E., Box 226, Reading, P. A.

DIVISIOV VO. 76, CATAWISSA, PA.
F. Cursis Stanley, C. E.,—Box 31, Catawissa, Pa.
L. S. Woodbridge, Box 63, "

DIVISION NO. 77, NEW HAVEN, CONN.,—Direct all corresdondence to

Samuel P. Rand, C. E.,—Vo. 240, Crown st. Vew Haven, Ct.
Henry C. Knapp, F. A. E. Vo. 12 William street, Vew Haven, Ct.

DIVISION No 78, LOUISVILLE, KY.—Meets every Wednesday, at 1:30 p. m., in Good Templer's Hall, corner 9th and Broadway.

A R Elliott, C. E.,—13th street between Broadway & Maple, Louisville, Ky.
J A Sanfor, F. A. E., Louisville, Ky.

DIVISION NO. 79, MALONE, NEW YORK.
W. H. Grey, C. E.,—To whom all communications must be addressed, Box 345, Malone, New York.
Erancis Guyette, " "

DIVISION NO. 80, MACON, GEORGIA.
James Boone, C. E., Macon, Ga.
C. A. Mathews, F. A. E.

DIV. No. 81, WYANDOTTE, KANSAS.—Meets second and fourth Saturday evenings of each month, in Sons of Temperance Hall, Nebraska Avenue, McGrewe's Block, between Second and Third streets.

Frank Wilson, C. E.,—Wyandotte, Kansas.
R. H. Waugh, F, a. e,,—Box 152, Lawrance, Kansas,

DIVISION No. 82, URICHVILLE, OHIO.—Meets every Wednesday evening at Boveg's Hall, between Front and Main, on Third Street.

George McMullen, C. E.,—Box 153, Urichsvlle, O.
W. A. Anderson, F. A. E., " "

DIVISION NO. 83, SCHENECTADY, NEW YORK.
Henry Harvey, C. E.,—Box 669, Schenectady, N. Y.
Robert F. Freeman, F. a. e., " " "

DIVISION No. 84, RURLAND, VERMONT.—Meets on the first and third Tuesdays of each month at old Masonic Hall, Merchants' Exchange, at 8 p. m. Members of the fraternity in good standing are cordially invited to meet with us.

Charles B. Davis, C. E., Bellows Falls, Vermont.
Wm. B. Thrall, F. a. e.,—Box 177, Rutland, Vt.

DIVISION NO. 85, ST. ALBANS, VERMONT.
R. M. Grey, C. E.,
L. B. Greene, F. a. e.,—Box 65, St. Albans, Vt.

DIVISION NO. 86. ST. CHARLES, MISSOURI.
Charles Halliday, C. E.,—Box 403, St. Charles M. O.
D. W. Tupper, F. a. e., " "

DIVISION No. 87, TROY, NEW YORK.—Meets every first and third Wednesday, at Druid's Hall, 333 River street. Visiting brotners are respectfully invitec to attend.

S. F. Gregory C. E.,—Box 168, Troy New York.
John E. Fatrell, F. A. E. " " "

DIVISION NO. 88, GRAND ISLAND, NEB.
Warren Floyd, C. E.,—Grand Island, Neb.
A. F. Wilkins, F. a. e. " "

DIVISION NO. 89, POINT ST. CHARLES, ONTARIO, C. W.

Henry Mayo, C. E.,—Box 59, Point St. Charles, Ontario, C. W.
Adolphus Davis, F. a. e.,—St. Johns, Prov. of Quebeck, C. E.

DIVISION NO. 90, POTTSVILLE, PA.
Edward Morris, C. E.,—Box 534, Pottsville, Penn.
Isacc DeLong, F. a. e., " " "

HUNTSVILLE, ALA., DIVISION NO. 91,—Meets the third Saturday of every month in the third story Moores Block, opposite the Court House.

A. P. Whittiear, C. E.,—Huntsville, Alabama.
John Glenn, F. a. e., " "

DIVISION No. 92, PEORIA, ILL.—Meets first and and third Sunday evenings, of each month, at the Good Templar's Hall, corner of Adam's and Maiu sts. Members in good standing are respectfully invited to meet with us.

H. H. Broadie, C. E.,—Box 35, Galesburg, Illinois.
Joseph Clough, F. A. E.,—Box 1341, Peoria, "

JACKSON, TENN, DIVISION NO. 93.
R. Goodwin, C. E.,—Jackson, Tenn.

Mt. SAVAGE DIVISION, NO. 94, MD—Meets the first and third Mondays of each month, Odds Fellows Hall. Brothers in good standing are invited to visit us.

Charles A. Houston, C. E.,—Mount Savage, M. D.
Charles Malsberger, F. A. E., " "

J. M. BROWN,

MANUFACTURER OF

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BROTHERHOOD OF LOCOMOTIVE ENGINEERS'

MONTHLY JOURNAL,

DEVOTED TO THE INTERESTS OF THE LOCOMOTIVE DEPARTMENT OF RAILROADS.

Published by order of the Grand International Division,

UNDER THE IMMEDIATE SUPERVISION OF

CHARLES WILSON, G. C. E., AND S. R. MUDGE, F. G. A. E.

FORT WAYNE, IND.

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THE

LOCOMOTIVE ENGINEERS'

MONTHLY JOURNAL.

Vol. 3 *January, 1869.* *No. 1*

TO THE READERS
OF THE
ENGINEER'S MONTHLY JOURNAL.

Ladies and Gentlemen:

In presenting you with this our first number of the MONTHLY JOURNAL, for the year 1869, we most respectfully wish you, one and all, a *Happy New Year*. It is with grateful feelings we acknowledge the patronage you have so generously extended to our MONTHLY JOURNAL during the past year. We now most respectfully ask a continuance of your favors. The JOURNAL is somewhat enlarged, and we think improved in appearance, by the donning of the *new dress* our printers have given it, for a New Year's present. We hope to be able to make some improvement in the matter that will fill its pages, at any rate we promise to use all the talent we possess, to make the JOURNAL both instructive and interesting.

We believe we are engaged in a good cause, and if we are sustained by our friends, we think our success will be their gain, as it will most assuredly furnish a more reliable, and efficient class of Locomotive Engineers, to take charge of the Engine, which they and the whole public have a right to expect, will safely land the train with its thousand precious lives at its destination.

Let any intelligent person give but a moment's thought to the immense responsibility of the position of a Locomotive Engineer. Let them in a dark and stormy night when on the train, just think over in their minds how easily it would be to run that train to certain destruction. If only one train was on the road, then the danger is very materially lessened, but this cannot be—the immense traffic requires many trains to perform the business of the road, and this necessarily makes it necessary to pass, and meet trains at many points on the line. The train to carry you safely, must stop at the appointed place, whether it be dark, or light, stormy, or pleasant, the bound must not be passed; if it is, then the morning papers contain the account of another fearful accident.

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Reader did it ever occur to you that it is just as difficult for an engineer to see in the night, and in the storm, as it is for you? Such is the fact, and it requires all the caution and good judgement the best of men possess to pilot the train safely through the dark and stormy night.

Some say in all such cases the engineer must run slow; we must run on time, whether it be slow or fast, his watch is his monitor, if he is not where his time table requires him to be, his watch tells him that the danger *thickens*, and many a stout heart has trembled until that danger was passed. He felt the responsibility of his position, he thought of the precious lives his train contained, he well knew the danger, if he should find some other train out of time, and in the way, but taking every precaution, and exerting every facualty he possessed to insure the safety of his train, he with his life in the front, if danger there be; bravely and steadily approaches the point where the signal is to be given, if all is right, and safely passed, then no man ever experienced greater relief than the careful engineer that runs the train in the dark and uncertain night.—Some reckless engineers will have what is called good luck for a time, for the reason that their associates know their faults, and take extra pains to keep out of their way, but whenever this class of engineers do get into trouble it is generally of the most fearful kind.

Our object as a society is to so improve our abilities, that we shall fully understand our duties, and by combining our interestss so advise and consult together, that each shall perform his duties so perfect that it cannot by any possible fault of his or conflict with the duties, or rights of another, and thus be establishing a high character for our profession, win the confidence and approval of those who manage the railways, as well as you who are in a great measure dependent upon our skill and care for your safety while traveling on your wearisome journey.

To assist in accomplishing this object, we print our MONTHLY JOURNAL; through this channel we can commune together and keep the advantages and knowledge for all, that our best *men* possess, and in this way educate ourselves up to a high standard.

We feel that our efforts should be rewarded and encouraged by all classes that will be benefitted by our improvement. The traveler is benefitted in proportion as his comfort is promoted, and his safety secured.—To him we look for encouragement, and patronage in our public attempts for improvement. The citizens in every locality where our Divisions are located, are benefited by this organization, for the reason that *worthless characters* are not tolerated, and if the efforts of our members are seconded by our R. R., Officials, engineers who do not pay their honest debts, or that are guilty of any misconduct that would be a disgrace to the community in which they live, cannot obtain employment; or if employed, will be immediately discharged upon being reported as being guilty of unbecoming conduct as men, and good citizens.

The Rail Road Companies are more directly benefited than any other class, as our efforts for improvement are their direct gain. If properly encouraged we could insure beyond a doubt in a very short time, a class of engineers that would be reliable in all respects, and that could be depended upon to perform the service their credentials recommended them as being qualified to perform. Men feel a just pride in having their statements prove truthful, and it must be admitted that no man has the facilities to judge of the abilities of another, so well as those that are constantly associated with him, and are employed in the same kind of service. This being the fact, the folly of giving false recommendations, or credentials, must be apparent to every one. They must of a necessity state the truth, or they would not be worth the paper they are written upon. If the Rail Road Officials will encourage only those that combine both good character, and ability, we are then satisfied that our plan will result in securing the best material for Locomotive Engineers that the country affords. The dead branches spoken of by many of our friends, were not planted by us, and we shall be as willing to see them cut off as those that recommend that remedy.

We are not insensible to the immense influence possessed by the classes here referred to, and we are not insensible of the vast amount of assistance that influence will give to our cause, and thereby benefit us personally, if it is used for the promotion of the object of our association. We can only say that we are willing to stand, or fall, on the merits of our cause, and the personal conduct of our members.

If you consider them worthy objects, we most respectfully ask your assistance and advice, in conducting and circulating our MONTHLY JOURNAL. It belongs to our Brotherhood, and if you aid the circulation of the JOURNAL you do not help any individual alone, but help every member of our organization.

In closing this communication we cannot let the opportunity pass without making our most grateful acknowledgements to such Railroad Officials as have so far supported our cause, as to express themselves ready to discharge any engineer that is guilty of misconduct unbecoming a man. Our Constitution provides that a member guilty of drunkenness while on duty shall be immediately expelled, and his name reported to the Officials on the Road where he is employed. We feel encouraged and proud to state that in most cases of this kind, the Officials having the matter in charge have immediately discharged all engineers so reported, and have in several cases informed the person so discharged that he could not obtain any further employment under them, unless he so reformed his habits that

he could obtain a recommend from the Division which expelled him.

This course begets confidence between the Official and Employee, and is in our opinion, a sure guarantee that our Officials are anxious to co-operate with the Brotherhood for the purpose of securing reliable engineers. We have the means of knowing that on many of our best managed Railroads the engineers are as careful as possible in performing every detail of their duty, and will at any time discommode themselves to please the official by whom they are employed. The reason is simple, and plain enough, it is this: They are treated like men occupying responsible places, upon whose skill and care, the income of the company that employs them, very materially depends, and we will only add that we know that this class of engineers are just as anxious to perform their duties economically, and for the interests of the Railway Company, as the official is to make a favorable report at the end of each month. All honor to that class of men that will honor *merit*, however humble its possessor may be.

To our associates on the road and in the shop, we tender our greatful thanks for past favors and patronage of our MONTHLY JOURNAL, hoping to still retain their support, we enter upon another year of our labors with increased zeal and confidence.

To one and all of our friends and patrons, we respectfully ask your support, and we faithfully promise to the best of our humble abilities to try and merit your approbation.

Fort Wayne, Ind., Jan. 1869.

The Perpetual Legacy Fund of the Brotherhood of Locomotive Engineers.

Resolved, That the following plan and agreement for raising and disbursing a Fund to be known as the "Perpetual Legacy Fund of the Brotherhood of Locomotive Engineers," be, and is hereby adopted, as being in conformity to the Constitution and By-Laws of the Brotherhood now in force.

And we most sacredly pledge ourselves by every obligation we have taken as members of the Brotherhood to faithfully maintain and carry out all the provisions of this compact and agreement.

ART. 1st., SEC. 1st. Every member of the Brotherhood of Locomotive Engineers shall pay to the F. A. E.s, of his Division, the sum of one dollar each month for the purpose of raising a fund to be known as the Perpetual Legacy Fund.

SEC. 2nd. The F. A. E. of each Sub-Division shall keep a book in which he shall enter the names of all the members of his Division, charging each with the sum of one dollar per month, and giving credit for all sums paid at any time, which are to apply on this account.

He shall pay over to the C. E., S. A. E., and Chaplain of his Division at the end of each month all the moneys received by him which belong to this fund, taking their receipts for the same. He shall make out and forward to the G. C., and F. G. A. E. a detailed statement on the 1st day of September of each year, showing the number of members, and the amount paid by each member during the year, the number of deaths of members, and those entitled to the benefits, with the exact time they served, the names of all persons entitled to the benefits of this fund, with the residence of each person, and the exact age of each child. He shall also report each year all changes in the residences of all persons previously reported.

SEC. 3rd. The C. E., and Chaplain, of each Sub-Division shall constitute a Board of Trustees who shall have charge of all the funds of their Divisions that belongs to the P. L. F., they shall receive the same at the end of each month from the F. A. E., giving their receipts for the same.—They shall deposit, or invest said money as in their judgement it will be the most productive, and be the most securely kept. All such moneys shall be loaned in the names of the three Trustees, for the benefit of the Widows and Orphans of deceased members, and for other persons named by the members of this association, which are provided for in this agreement, and no part of the money so deposited, or invested, shall be drawn, or received, except upon an order or check, signed by at least two of said Board of Trustees.

Said Board of Trustees shall have power to pay over to any widow, child, or other person, who is entitled to the benefits of this fund, (and who has become so by the payment of the regular assessments, by some member of their Division now deceased, such parts of the yearly Legacy as in their judgements the necessities of the case demands. They shall keep a correct amount of moneys so said, and on the first day of September in each year they shall make a detailed statements to the G. C. E. & F. G. A. E. Such statements shall show the whole amount of money on hand, the exact amount each person on their list is entitled to, with the amount paid to each during the year, (if any) sending receipts for the same. And upon this Board of Trustees receiving instructions from the G. C. & F. G. A. E., of the amount due at the end of each year from their Divisions, with orders to whom the same must be paid. They shall immediately pay the same over to such persons as are named in the instructions, taking duplicate receipts for the same.

Provided however that said Board of Trustees shall be the judges in all cases whether the conduct of the widow is in conformity to the rule in our Constitution; or whether it is advisable in every case to pay all the money at once, or have it expended through a committee appointed by the Division located nearest to where the person entitled to this benefit lives, but in every case the full amount shall be paid or expended for the sole use and benefit of the person entitled to the same.

The rule in the Constitution shall be construed to mean, where a widow deserted her children, or that her character was so notoriously bad

that she had forfeited all claims to assistance from any source.

Said Board of Trustees shall take duplicate receipts in all cases, the one to be their voucher, and the other to be sent to the G. C., & F. G. A. E. to enable them to properly adjust the accounts as hereinafter provided. Each Division shall give official notice, with seal attached, of all changes in the Boards of Trustees. Every person having the custody of any of the funds belonging to this P. L. F., shall be furnished with a copy of this agreement, and they shall be required to conform to the requirements of this agreement in every particular.

SEC. 4th. The following classes of persons shall be entitled to receive such sums yearly, or at the death of the member contributing to create this fund, as the Grand International Division of the Brotherhood of Locomotive Engineers, may from year to year determine, such decision to be governed by the amount of funds on hand, it being the express understanding and agreement, that as large a sum shall be paid yearly to the classes of persons named in this agreement, as the fund will allow, after the maximum amount of payments have been arrived at.

The widow of a deceased Brother shall receive $200,00 yearly so long as she remains single, and proves herself worthy. Each child of a deceased Brother or his wife's children who are living with him at the time of his death, and are dependent upon him for support, shall receive $25,00 yearly until they are full 15 years old. The widow, mother of a deceased member, if he has no wife or child at the time of his death, shall receive the same amount yearly, and be governed by the rule his widow would be, provided that during his lifetime, the Brother gives notice to his Division in writing, that he wishes all the benefits secured by him in this P. L. F., to be paid to his widowed mother, giving in said notice her full name and place of residence.

Every unmarried Brother, may upon the payment of his first assessment, elect some person (giving full name and residence,) that shall be entitled to receive the full amount of money, with compound interest, at the death of said Brother, that said Brother has paid into said fund, after deducting the necessary funeral expences, and procuring suitable head-stones, and having the same properly set up at his grave, which duty shall be sacredly and faithfully performed by the Division of which he is a member. Every Brother who shall loose his wife by death and shall have no child under 15 years old, shall be entitled to elect some person to receive the money he has paid into the fund, and shall be governed in every respect by the foregoing SEC., and entitled to all of its benefits.

SEC. 5th, In case two-thirds of all the members of any Sub-Division vote by proxy or otherwise to adopt this plan and agreement, it shall be declared carried for that Division,

and every member of said Division shall consider himself under the most solemn and binding obligations, to faithfully carry out the full intent and purposes of this agreement.—He shall be under the same obligations, and subject to the same penalties for non-payment of his assessments for this fund, that he is in regard to the non-payment of dues and assessments of his own Division, and of the G. I. D.

If through inability for a just cause, any Brother is unable to pay his regular assessments for this fund, his Division shall pay the same out of the funds of the Division. The Division may require the Brother to refund the same should he hereafter become able to do so.

Every member of this association shall retain his membership so long as he shall pay his regular assessments, and desire to continue a member, whether he remains a member of the Brotherhood or not. But no person shall become a member of this P. L. F., without they are at the time, a member in good standing in the Brotherhood.

SEC. 6th. The time and amount each persen shall receive as the benefits of this association, shall be governed and computed by the following rules: The fiscal year shall commence on the first day of September in each year, and close on the last day of August, in each year.

All deaths occurring on or before the last day of February in each year, shall entitle the person or persons who are to receive the legacy on account of such death, the whole amount allowed for a full year.—But if the death occurs after the last day of February in any year, the person or persons who are to receive the legacy shall only receive half of the regular yearly allowance for that year.

The same rule shall apply in all cases where a widow marries, or at her death, or on the death of a child, and in regard to the time the child becomes 15 years of age.

SEC. 7th, The G. C. & F. G. A. E. are invested with full powers to receive all statements from each Sub-Division as set forth in SECS. 2nd and 3rd of this Article. Upon the receipt of the reports of all Sub-Divisions who have adopted this agreement, they shall immediately, pro rata, according to the number of members of each Division, determine the exact amount due from each Division, to pay all the legacies then due, and they shall give instructions to each Board of Trustees to pay the money due from their Division to the persons entitled to the same, as per reports received, always endeavoring to make the payments payable to persons living nearest to the locality where the Division is located.

SEC. 8th, The G. C., & F. G. A. E., shall prepare and furnish all books, blanks, receipts &c., necessary to carry on the business of this association, and to secure uniformity in the transaction of the business. Each Sub-Division shall procure all books and papers necessary for the trans-

action of the business of the organization from the Grand Office of the G. I. D. of the B. L. E..

SEC. 9th, The G: C. & F. G. A. E., shall make a detailed report of the business of this association at the end of each year, for the use of Sub-Divisions and the G. I. D.

SEC. 10th, This plan and agreement shall be considered adopted as a two-thirds majority of all the members of any Sub-Division vote by proxy or otherwise, to adopt the same and notify the G. C. & F. G. A. E., that this agreement has been submitted to their Division and has been by them adopted as a part of the requirements of the Brotherhood.

BROTHERS, The foregoing plan is submitted to you through the JOURNAL for the reason that in this way it will be accessible to all the members of the Brotherhood. The friends of this plan do not introduce it for the purpose of injuring another plan but simply on its merits.

It has been almost the unanimous expression of the members of the Brotherhood that some plan should be adopted that shall guarantee assistance to our families in case of death. To make any plan that will give security to fulfill all it promises, it is absolutely necessary that some obligation shall bind its members to carry out all the provisions contained in the agreement.

If you rest your membership on the voluntary inclination of your members to pay, it may fail to assist your family after you have faithfully assisted many while you had life and means. If you solemnly obligate those you leave when you are called to die, to assist your family as you have assisted many before, then you have all the assurance possible to be obtained in this world, that your money and efforts have not been spent in vain.

Any Division desiring to adopt this plan will immediately submit the matter to all the members of their Divisions as provided in the agreement, and if desirable, the final adoption of the plan by their Division can depend upon its being adopted by two-thirds of all Sub-Divisions.

Please report the action taken on this plan by your respective Divisions as soon as possible.

All of which is respectfully submitted.

Address Charles Wilson, G. C., and S. R. Mudge, F. G. A. E., Box 1,631, Fort Wayne, Ind.

FORT WAYNE, IND., Jan., 1869.

MANSFIELD, MASS., 1868.

Mr. Editor:

Although a minister, I have the honor also to report myself to you and your readers as an Assistant Engineer, and I thought that you might be interested in the description of an experience that lasted during a ride of about 50 miles. I claim to be an assistant engineer, not because I have ever touched lever, valve, or bell-rope, but because I did something exceedingly important to me, I kept the *sharpest kind of a lookout.* Mr. Henry N. Paine, the gentlemanly and experienced engineer on the Boston & Providence Railroad, having invited me to a seat on his "machine." I have had some feelings peculiar to the occasion, which I will endeavor to describe. There is a first time for everything, and this was my first ride on an engine, all that could be done to make me comfortable was done, and yet I am obliged to confess that when I took my seat in front of that hissing boiler, and red-mouthed fire-box, I felt a little "shaky." I do not know that I should be quite so frank about this, if I had not been told by one of my parishioners that he was just behind me, watching me, and that he saw how pale I looked, and how I held on. In spite of myself, my thoughts would dwell upon the recent railroad disasters, and the possibility of finding myself rolled up like a broken band-box at the foot of some embankment, or squeezed a little too tightly between a couple of engines disputing with each other "the right of way." I thought of the man who said to an excited friend of his, "now be easy, and if you can't be easy, be as easy as you can."—And I think, that I should have grown calm much sooner than I did, if the steam-whistle had been a *little more considerate*, I shall never forget it, I had heard it frequently before, but always at a distance. But there are some things that you may approach a *little too near*, to appreciate them in the highest degree. To stoop down in order to hear a cannon just as it is fired; to go up into the belfry to hear a church bell ring; or hold your ear for an Indian to give the war-whoop in it. All such operations are rather to much for any head made after a pattern like mine. But to get too near a steam-whistle seems worse than any of them. How that brazen-faced imp did scream! as we came to a crossing, my head involuntarily went down between my shoulders, and glad enough was I when the old hornet withdrew his sting from my brain. However, I gained some self-possession as we rolled along, gradually I began to enjoy my ride, I was soon facinated and stimulated by the swiftly changing scenery and the rush of the locomotive, my imagination was at last in full play, and I could easily fancy that I had wings, and that all this headlong dash into space was the result of my own exertion and will, instead of something outside of me. I felt such a conciousness of power, such an assurance of progress, such a growing contempt for all obstacles, that I really began to think what a fine thing it would be to have some huge thing on the track, that we might demolish it, and just as I would get fairly carried away by these illusive feelings, and ready to believe that I was soaring through the clouds, and able to go in an instant to the ends of the earth, that shrill shriek of a whistle would dispel my dream, and make me suddenly aware that I was better supplied with ears than with wings.

And then came some thoughts of a graver nature. The responsibility of an engineer was deeply pressed upon me, as trees, rocks, hills and

houses seemed to come leaping to meet us, and the engine slipped and slided along like a thing of life, I thought of the precious burden which was carried with us, and the great trust which was committed to an engineer. Husbands and wives, parents and children, all the dear friends that come from our homes to the places of travel, were setting in the cars behind us full of enjoyment, and security, and expecting soon to arrive at the place of their destination. But how slight a change in wheel or track, would transform them into mangled, lifeless, forms! To detect every cause of danger and to prevent it, is the business of an engineer. I looked around at my friend Mr. Paine, and saw how closely he was watching every movement of his engine, how promptly he tried each lever and gauge, and I felt that a man who filled such a position faithfully was an honor and a prize to society. I thought that I had respected engineers before, and sympathized with them, but I found out while sitting on that engine, that I had not fully appreciated them until that time. How varied and burdensome their cares. In the light of day when it is comparatively easy to discern the state of the track and in the dark night when everything is distorted in appearance, in the heat of summer and the cold of winter, through the storm and the snowdrift, they carry the lives of thousands in their keeping. I thought that if I were capable of occupying such a position as that, and were discharging its duties faithfully, I should regard myself as the peer of any man in the land. I honor the working man everywhere, but I believe that a first rate engineer must have a combination of good qualities such as the majority of men do not possess.—Therefore I hold in special regard that class of men who bravely, energetically, and skilfully keep their senses on the alert, to give us a safe rapid and comfortable conveyance over the land. I remember saying once, that if I were not a man, I would like to be a steam engine. I might modify this expression some now, and say, that if I were not a minister, I would like to be an *engineer*. Surely there are some advantages in such a position. An engineer is likely to be a *live* man, because he is constantly "fireing up." Sitting at his place as he passes over his route, he must be a "progressive man," he is always trying to be "up to time," he makes people feel his influence for he "clears the track," he ought to be a good temperance man, for "he takes in vast quantities of water," and very frequently he has the great satisfaction of "putting things over the road," in a way that other men never knew.

I am afraid Mr. Editor, that you will think that I am *steaming* it a little too long, if I do not put the brakes on soon, therefore accept my congratulations for the Brotherhood whom you represent, and my kind wishes that all your fraternity may ever keep on the right track, and arrive safely in Heaven at last. The road that leads up to that final station, has been built for ages, and has had the best of recommendations in these words: "The ways of wisdom are the ways of pleasantness, and all her paths are peace."

Yours truly,

Jacob Ide, Jr.

Dear Journal:—We once knew a minister who when requested to address an audience mounted a platform and looking around on the people said, my friends, my friends, then bowed himself and resumed his seat. We think we can sympathize with him when we attempt to write for the Journal.

We can begin, and begin again, and then we seem to stop, but yet it strikes me that there was a great deal either expressed or understood in what this minister said. I have been thinking over his words, and I will just tell the Journal a few thoughts as they suggest themselves to my mind:

My friends, how sweet the name,
What pleasure does it bring,
To feel that we have some true friend
To whom our hearts may cling.

When sorrow gathers round,
And dark clouds o'er us bend,
Or if our cup is full of joy
Tis sweet to have a friend.

When health and strength are gone,
And earth seems e'er so dear,
Tis happiness to clasp a hand,
And know a friend is near

It seems to sooth our pain,
And bids our hearts rejoice,
And almost wins us back to life,
To hear a friendly voice.

How cold this world would be,
Without friendship and love,
To draw us with a silken cord,
Towards our home above.

It lifts the fallen ones,
And cheers them on their way,
To have a friend who will not heed,
Aught that this world may say.

So has this band of friends,
And brothers faithful stood,
With ready hands and willing hearts,
A loving Brotherhood.

To these dear faithful friends,
May many years be given,
And may they yet all meet at last,
A Brotherhood in Heaven.

There may they all unite,
In songs of noble praise,
To that dear Friend who bled and died,
Their ransomed souls to save.

Miss C. S. P.

Mansfield, Mass., 1868.

Lowell, Mass., Dec., 22nd, 1868

Messrs Wilson & Mudge:

The favorable notice you have given to the letters written by the relatives, friends ond wives of engineers has emboldened me to indite you a few lines without fear of being considered an intruder upon your valuable space and time. I have read the Journal and watched its progress with much interest since its first issue; and am happy to congratulate you upon its success, and to learn that its next volume is to be enlarged and made still more interesting. I sympatize with all persons connected with any movement, social, political, or otherwise, that is calculated to improve the mind and consequently the morals of a community,

and at least, I can speak an encouraging word to the workers. I am glad the wives, sisters and friends of the engineers are encouraged to assist in sustaining the publication of so valuable a work, for if it is proverbial that womans influence is powerful for good or for ill, and certainly in this work it must be for good. The maintenance of temperance and upright conduct calls forth the noblest energies and purest influences man or woman is capable of exerting; and without these qualifications a man cannot fill a responsible position or win the confidence of his employers.

I love to look at an engine speeding along its way, an embodiment of strength and endurance, and yet as obedient as a child to the touch of its master; a striking illustration of the victory of mind over matter, and its wonderful inventive power which binds the elements and subtle forces of nature, to the accomplishment of its ambitious schemes; ever active, ever watchful, not any more from necessity than from a principle of its own nature, which forces to ceaseless activity, and make toil a pleasure because of its gratification of a demand of our nature; and the ear of faith can in the dim distance hear the voices of future generations chanting greatful songs, made happier and nobler by the steady onward march of science, which is to be man's redeemer.

If you think these few lines worthy of publication you may again hear from the

WIFE OF AN ENGINEER.

Responsibility of Locomotive Engineers.

About a year ago a man named Frederick Hine was run over and killed by a locomotive in Muscatine, Iowa. The engineer of the locomotive, H. M. Archibald, was prosecuted for manslaughter. On the trial the Court gave instructions to the Jury, from which we select the following points. The engineer was acquitted:

If an engineer in charge of and operating a train of cars, should see a man on the track a short distance ahead of his train, it would be his duty to give the proper alarm; and if the alarm should not be heeded, it would then be his duty to stop the train if possible before it could reach the man.

But if a man should be discovered ahead of the train, along side of, and not on the track—the engineer would be justified in presuming that the man was capable of taking care of himself, and he would not be required to stop the train or slacken the speed in order to see whether the man would step upon the track or not.

A railroad track is laid for the purpose of running engines and cars over it. It is not a public highway, or a footpath for the use of the public, and those who go upon it and use it as such, except at crossings, are in some sense, trespassers.

The rule is that those who go unnecessarily upon a railroad track, go there at their peril, and must

"*look out for the cars!*" And those in charge of a train are required to use ordinary care and caution only—and are not responsible either civilly or criminally, unless they are guilty of gross negligence, or criminal culpability.

An engineer of a railroad train is no more responsible when a deaf or a blind man is injured or killed in consequence of his being upon the track, than if he was not deaf or blind—unless it be shown that the engineer knew the man to be blind or deaf—in which case he would be required to exercise extraordinary care and caution.

The death of the deceased must be shown to have resulted from the improper acts of the defendent.

If you find that the train was going at an unusual and unauthorized rate of speed—and that Frederick Hine was killed by the train; these facts will not be sufficient to convict the defendent. In addition to this, it must appear that if the train had been going at the usual or authorized rate of speed only, that the deceased would not have been killed. It must appear either that the deceased would have been out of the way—or that the train could have been stopped before it struck him—or some fact or circumstance must appear which will satisfy you that the death of the deceased would not have happened but for the unusual speed at which the train was going, and that the death of the deceased was occasioned solely by the unusual rate of speed at which the train was being driven at the time.

The Work of One Mechanic.

What vast results may flow from the patient, preserving industry of one humble mechanic, says the Philadelphia *Ledger*, has seldom received more forcible demonstration than in a book now before the public in a new edition. How thoroughly railway and locomotive engines have revolutionized the land traffic, transportation and travel of the whole civilized world within the last forty years need not be told, for it is within the memory of every one. Still there are considerable numbers who have no adequate idea of the tremendous magnitude of that revolution. It is but thirty-eight years since the Liverpool and Manchester Railway was opened, by a trial trip, with the first rude attempt at a locomotive for passenger travel, and yet there are now not less than a hundred thousand miles of railway track in operation. Of this enormous length of iron roadway, the United States possesses a greatly larger proportion than any other country, and as great, indeed, as nearly all others combined.

But as the statistics of the English roads furnish the readiest means for popular illustration of the vast change, and the immense increase in transportation and travel within the period named. In 1866 there were in Great Britain between thirteen and fourteen thousand miles of railway, requiring 8,125 locomotives, 19,228 passenger carriages, and 242, 947 burden cars and trucks, for moving goods and merchandize, and all

that we, in this country, denominate as "freight." In that year the number of passengers carried over the British railways amounted to the enormous aggregate of 313,699,268, or a number of passengers equal to one-third the population of the globe. The aggregate distance run by the passenger and freight trains was 142, 807,853 miles. This is probably not more than a quarter of the whole amount of railway work now done in the countries where they are in use.

Having made this very brief reference to the extent of the railway system, and the revolution it has brought about, we may trace back the brief but wonderfully rapid course of its progress, until we find at the other end of the line a poor boy, at the mouth of a coal mine, who, in the year 1800, at the age of 18, did not know the letters of the alphabet. This boy was George Stephenson, the father of the present railroad system. He was the son of a fireman, tending a mining engine near Newcastle-on-the-Tyne. He had been successively herd boy, coal-picker, horse driver, assistant fireman, "plugman" and brakeman, before he had acquired the first rude elements of a school education. It was the ambition of his youthful life to become an engine man, and to reach this, to him, proud elevation he devoted all the patient industry the persevering application, and the intelligent inquiry that a boy so circumstanced could bring to the work.

The steam engine he had to deal with was a stationary engine, used to raise the coal from the mine, and a rude contrivance compared with the grand stationary steam engines of the present day. But the uncultivated, untutored, but thoughtful and ambitious boy, made the rough machine the study of his young life. He closely watched its every motion, trying to trace it back to the moving cause, and to understand the use and the necessity for every part. To familiarize himself still further with its construction, it was his custom once a week, when all the other workmen were enjoying their holiday, to take it apart and clean and repair it as thoroughly as he could. It was one of those early specimens, moved partly by the force of steam and partly by the pressure of the atmosphere. In his constant inquiries on the subject, he had heard of the new and superior engines of Boulton and Watt, and these stimulated his eager desire to know all about the steam engines. But none of the Watt engines were within his reach, and he found that the only way to get a further knowledge of them was by means of books. This was a great shock to him for he could not read. To master this difficulty, was his first task. Attending his engine the whole of the week, he began to take lessons at a poor village school at the rate of three pence a week. Studying his lessons at night, and looking at them as opportunity offered during the day, it took him two or three years to acquire an ordinary knowledge of reading, writing and arithmetic.

Meanwhile he was constantly gaining ground as a steady, intelligent, and temperate workman. Before he was of age he occupied a higher rank than his poor father. Not satisfied at the meager wages, he made himself handy at other kinds of work, and in the intervals of his mining duty he mended the shoes of his comrades and their families. He then got to making shoes, and soon learned to make them well. His own clock having been damaged by accident, he took it to pieces and repaired it, and then added clock and watch cleaning and repairing to his other resources. He even cut out the clothes of his fellow workmen, and when all other means of doing "extra work" failed, he put in his spare hours by unloading ballast from vessels that had come for coal. This gave him money for school, for books, and for tools, and all the while he was carrying on his studies of the steam engine, modeling machines and contrivances of his own, and advancing in grade and character as a workman.

A pumping engine in the neighborhood having failed for a whole year to keep the mine clear of water, he expressed his belief that he could set it all right in a week, and his patiently acquired knowledge of the machine enabled him to do it. This was the most important strike of his life, for it gave him acknowledged position as a mechanic, and his services were soon in demand throughout the whole district. Step by step he advanced, improving everything he touched, economizing the labor of men and horses, increasing the amount of their production, until at last he understood and accomplished the work that had been so often tried and that had so often failed, of superceding horse-power on the colliery railways, by inventing a locomotive engine that would draw a heavy train over a smooth rail. The mighty results of that improvement we see around us every day, but it may be a profitable lesson to trace it back once more to the patient, observant, ambitious, and indomitably industrious boy, watching his rude engine and studying his alphabet when he was nearly a man grown.

Hon. James F. Joy.

Hon. Geo. C. Bates has been contributing to *The Chicagoan* a series of articles on the Bench and Bar of the Northwest. In the last number he gives a sketch of the life of Hon. James F. Joy, which, as it is of especial interest to railroad men, we transfer to our columns:

Fifty years ago there lived at Durham, New Hamshire, a village blacksmith, who, with brawny arms, iron muscles, large brain, and great mental as well as moral power, hammered out on the anvil the support and maintenance of a large family. Like all the strong men of New England he appreciated the value of education, and the moral and religious culture of his children; and so he poured out the sweat of his own body copiously day by day, that

they might enjoy those advantages which his honest poverty had denied to him.

He was an old fashioned Republican in politics, a Congregationalist and a Calvinist in religion, a man who practiced himself and taught his family all the virtues of the New England calendar. To be industrious and honest in all their dealings, truthful and upright in their conversation, economical and prudent in all their earnings and expenditures, to be zealous and devoted in their studies at such hours as they were permitted to attend school, or to study at home; to be always regular in their attendance at meeting, and attentive to all the teachings of their spiritual pastors; to rise early, work hard, live on the plainest and most substantial fare, were, of course, the discipline of that family. Children thus educated were sure to develope into staid, temperate, studious, moral and intellectual men and women.

Among the family of that plain Yankee blacksmith, there was one who, to-day, in this great Northwest, stands at the very front rank of the Bar, and who, as a lawyer, as a scholar, as a man of vast influence, as one commanding millions of money, still excercises a higher and holier power, by reason of his thorough scholarship, his complete developement and education as a profound lawyer, and his exalted character as a man of strict temperance, unswerving devotion to all his duties as a citizen, a Christian and a gentleman. James F. Joy, of Detroit, the boy that was hammered out by the iron teachings of his uneducated father, has developed into the most eminent railway lawyer of this great nation, and has become the Vanderbilt of the great railway system of the Northwest, without at any time however, neglecting the culture of his mind, the studies of his early life, or his devotion to the Law, by and through which he has ascended to the last round of the ladder of success, and clutched the crown of victory.

No man has achieved more among our professional brethren, and his example is one that all young men may study with benefit to themselves; for by that example we shall learn, what these sketches have already demonstrated, that success at the Bar is only to be won by persistent industry, untiring devotion to its mandates, and utter and entire abstinence from all the blandishments of pleasure, the frivolties of society, the demoralizing tendencies of political aspirations, the pleasure of the wine cup, or the fascinations of vice and fashion.

James F. Joy was born at Durham, New Hamshire, Dec. 2, 1810, and having fitted himself for college, with such aid as his father could give him, he entered Dartmouth, and graduated therefrom in 1833, having the rank of the first scholar of his class, and winning the valedictory assigned to him as such. From Dartmouth College, with all its holy and inspiring associations and memories

as the school of Webster and Choate, and such men; and as the subject of Webster's grand constitutional argument, and most eloquent appeal to the Supreme Court, Joy went to Cambridge, where, during the years 1833 and 1834 he had the benefit of the teaching and example, and was cheered and encouraged and stimulated by the friendship of Story and Greenleaf, and laid broad and deep the foundations for that great structure he has since reared thereon. Being poor, however, and having no rich father to draw upon, he was compelled to leave the Law School, and enter the academy at Pittsfield as its preceptor, and while there, he was employed as tutor in Dartmouth College to instruct the classes in Latin, which he did for a year, and then returned to the Law School in Cambridge, where he completed his studies and spent another year.

Mr. Joy was a thorough classical scholar, and during all the labors of the last thirty years, while engaged in his profession, or in those vast railroad enterprises which he has founded and constructed with such eminent ability and success, has never neglected to keep up, as far as possible, his early studies. Although the Railway king of the Northwest, he is more than this; he is a ripe scholar, a man of great literary attainments, and a most eminent and able lawyer, who, to-day, has no equal at the Bar of this nation, if in the world, in all that vast code of law that has grown up as a part and parcel of the railway system of the United States, and is a thorough master of constitutional law. Take Joy away to-day from his avocation as President of the longest line of railway in the nation, place him at Cambridge, and he would be a most competent and successful lecturer on the law; transfer him back to Dartmouth, and he would prove, even now, a thorough, capable teacher of Latin, or any other department of learning.

In September, 1836, he came to Detroit, and entered the law office of Hon. Augustus S. Porter, whose life we have endeavored to portray. He brought with him energy, entire devotion to his studies, and self-control, that enabled him to turn his back on everything but his studies and duties. At that time he was not worth a single hundred dollars in the world. During the year that Joy remained in the office of Mr. Porter, finishing his studies preliminary to his admission to the Bar of Michigan, he devoted all his time and attention to the mastery of his profession, and attracted all the leading men of Detroit to his character, by industry, steadiness of purpose, devotion to his business, and his high moral character; and so, when he was admitted in 1837, he at once entered on a very fine and large practice.

Detroit, at that day, was a very gay sociable, hospitable place; and many, very many members of the Bar and young business men were genial, jolly and somewhat dissipated men. Joy, however, always avoided all gaiety, all dissipation, all waste of

time; and from that day to this, has never failed to be an example of abstinence from the wine cup, from all dissipation, and has continued to be a consistent, devoted, but not rigid member of the Congregationalist church; while his industry, his devotion to his profession, and his business, has been wonderful.

Soon after he came to the Bar, he became a partner of George F. Porter, a former banker, a man of much practical business knowledge, an excellent accountant, an exceedingly close, money saving man, and to Mr. Joy he was invaluable. Soon after they became the counsel of the Bank of Michigan, which, after its failure, gave them a large and lucrative business, which Porter turned to good account, and by investments in real estate, in a few years the firm became quite independent.

From the moment he came to the Bar, he was employed as counsel in all the most important cases, and to every one of them he devoted all the energies of his mind. He never tried a case until he had mastered and sounded it to the very depths; and his arguments were always distinguished for great force, precision, clearness and power. Of fancy, imagery or poetry he had none; and logic, strength, argument were his forte; and his combativeness always enabled him to train for the contest like the prize-fighter for the ring. No man ever heard him speak when he did not cleave his way to the point at issue like Richard Cœur de Lion, with his mighty battle-axe to the brain of his adversary.

The firm of Joy and Porter soon became the attorney and counsel of the Dwights of Boston, Arthur and Frederick Bronson, of New York, and so, in 1847, when J. W. Brooks came from Boston to Michigan to purchase the then Detroit & St. Joseph Railroad, he came consigned to Joy as the man to take the legal charge of all the negotiations, and to act as counsel for the new stockholders in that great enterprise. Brooks entrusted to Mr. Joy all the negotiations, and by him the purchase was made from the State, the acts drawn and passed, the purchase money secured, and the Michigan Central Railroad, now one of the best in the world, was born into existence with Joy, as the legal accoucher, at its birth. From that time he gave all the energies of his mind, all his legal learning, all his intellectual power, all his combativeness, all his persistency of purpose, to a thorough mastery of all the law touching railroads, and in the early controversies with the Michigan Southern, and the Litchfields as its guardians, and with the Illinois Central, he carried everything before him.

In the last twenty years Joy has had more and larger litigation on the subject of railways than any other man in this nation, and he has always come off in triumph. His sleepless vigilance, his plucky courage, his untiring study of every case, and everything connected with every case, his enlarged law learning, his quickness of attack, his skill in defence, his unfaltering determination

to strike the last blow, always have carried him through in triumph.

As a lawyer he combines the dashing *elan* of Sherman, the reckless, gallant and determined quicknes of Sheridan, with the bull dog tenacity of Grant himself, to whom he bears a strong mental likeness. Like Grant he never speaks except right to the point; is wholly indifferent to what is called popular applause; never takes up a position that he does not hold on to at all hazards, and pounds and pounds away at his adversary, until one or the other must yield, then makes one final rush and his battle is over.

With the completion of the Michigan Central Railroad to Chicago, after sweeping away the Litchfields like chaff, he at once started to extend it to the Missouri River. So during the years 1852-3-4-5, he went in person, and a great part of the time on foot, marking out the line of the "Chicago, Burlington & Quincy Railroad," studying carefully the products of that beautiful region, looking far away into the future when that route, then almost an unbroken prairie, should become as now, one vast cornfield, one continuous village, and organizing that Company, guiding and directing its construction, removing all obstacles in its pathway, he has finally built up the most lucrative and very best regulated and managed road in the United States. Not only has he built this grand road, but he has paid regularly a dividend of ten per cent. per annum and more than quadrupled his stock out of its earnings since it was begun. Indeed, during the last six months he has distributed to the stockholders a dividend of about $1,100,000 of the last year's earning, and also an accumulation of dividends of previous years to the amount of over $1,200,000, making a profit almost one-half the original capital; and instead of stealing this large sum, like the officers of the Erie Railroad, he has given it all to the stockholders.

Over that Chicago, Burlington & Quincy Railroad now run fifty-four trains each day, and the track is being fast doubled, while two beautiful bridges span the Mississippi, the one at Burlington, the other at Quincy, all the work and the result of his most excellent management as its President, its architect. But this is not all. For the last two years he has been President of the Michigan Central; of which he has always been counsel and a most active, zealons and watchful director; and now he is the President and active director of the Hannibal & St. Joseph Road; the Missouri River & Council Bluffs Railroad, and the branch to Kansas City, where he is also crossing the Missouri with another splendid bridge, has already gone south some forty miles toward Galveston, on the Gulf, and secured the means to finish the road to that point with all possible dispatch. Nor is this all. Cornelius Vanderbuilt seeing that Joy had all the elements of an able, and what is more to him, an honest and efficient

railroad manager, made him a director in the New York Central Railroad, so that he is now President, directs and manages the line from the points on the Missouri river to Detroit, and then directs in the management to New York. To all this he gives his constant, personal attention; flits about from New York to Council Bluffs like a bird of passage, and with his own eyes sees, and with his own mind guides, directs and conducts this vast and extended system of internal improvement. All this long extended net-work is controlled, and all the earnings of this great chain economically managed, and all the profits paid semi-annually to the stockholders by him. Rigid economy, exact accountability, honesty and regularity, are exacted and enforced by him, and the stock of all these roads is never made a foot-ball in the market of New York among the bulls and bears that prey on each other. The Burlington branch of the road is fast crossing Iowa, and within a twelve-month will unite with the Pacific Road and have its western terminus in San Francisco; while the Quincy road having already crossed the Missouri and started south will, within five years, terminate on the Gulf, with one leg, while the other running through New Mexico on the 35th parallel will go up from San Diego and meet it there.

Of course in all this vast work he is the representative of millions of capital, and has doubtless accumulated a very large fortune; but to his honor be it said, he has never like most railway managers, used his official position to make money for himself at the expense of his stockholders. No one ever heard of Mr. Joy's elevating the stock of his own roads, then selling out at high prices, then depressing it and buying in, nor uniting with others in a gross conspiracy to cheat and defraud by what is called a corner. All his gains are the legitimate fruits of his own just labors; and in this respect he stands in startling contrast to the managers of almost every other road in the Northwest.

His practical knowledge of the working of this vast machinery is as perfect as his knowledge of the law of railway business; and no more perfect specimen of engineering can be found than in the construction of all these roads and their three beautiful iron bridges over the rivers, and this is done under his immediate direction; while the multifarious and complicated details of the business are subjected to his constant, daily scrutiny, and run as smoothly and easily as his luxurious palace cars over the Chicago & Burlington Railroad.

What his fortune is, no one else but himself can state, but that it is very large, all must know; yet all his habits of life, his dress, his home, his equipage, though rich and genteel, are simple and unostentatious. Never in all his life has he drank a pint of wine, never used tobacco in any form, has always been "as chaste as ice, as pure as snow," is sociable, neighborly, pleasant, but never wastes his time in the follies of society, and although often, as in the late election, exerting quietly a most powerful political interest, yet he never attended half a dozen political meetings in his life. He is in all these habits a model for all the young men at the Bar of this nation. His house in Detroit is substantial and comfortable, supplied with one of the finest libraries in the West; his furniture chaste, rich and becoming a true gentleman; and his family trained in habits of industry, strict temperance, close study and well-bred economy.

Of course such a man as Mr. Joy could never be a politician; he is too rigid in his habits of mind and life, too inflexible in his notions of integrity to yield his honest convictions to the popular will; but he was always a staunch, earnest Whig until 1855, and since then he has been a true, earnest, but conservative Republican. In 1863, he was induced during the dark days of the war to go to the Legislature, where on the committee of the judiciary and finance he was a most useful and able man, but men of less talent and learning, more noisy and with more flexible characters, men who were shamed by his temperance and honesty, who envied his intellect, and were jealous of his great worth and mental power, combined to create popular clamor against him, and to obstruct his usefulness; and so Michigan has lost the service in the Senate of her most gifted and able son; a man who would to-day bring to that high position more talent, more learning than any other man ever in the Peninsular State.

Amidst all this vast labor, in achieving success Mr. Joy has in no manner changed his habits or his conduct, and strange to say, he has neither become a miser and a greedy lover of money like many we could name, nor a snob, nor a vulgar self-conceited parvenu like too many who have grown suddenly rich. He is to-day, as thirty years since, a brusque, earnest, strong-willed, but educated gentleman; always improving his mind, making the most of every hour, and achieving something for the future, and always strict in the performance of all his duties.

As a member of the Church, he is consistent, liberal, generous, in all public improvements in Detroit, he is amoug the most earnest and ready; and towards the schools, charitable institutions and local improvements he is very unlike the rich landholders of that city of the straits—nor has he, even amidstall his avocations, and labors, forgotten that the highest and holiest of all duties is to his children. Most of our rich men neglect their boys and girls until they awake to find the former drunkards, billiard-players, loafers, and vagabonds; and their daughters impure, vain, silly creatures, ignorant of everything but fashion, insensible to all but dress and the frivolties and

inanities of socitiy; and so the parents are punished with their children's ruin for their own neglect of duty. Not so with Joy. He has always watched carefully over his, given them the benefits of a thorough, perfect education, trained them to become true American gentlemen and ladies, and when he dies, he will leave them in his example, in his life of industry and integrity, wealth more lasting than even the large estate which they will inherit.

His name stands enrolled among the very highest of the Bar of the United States; and as a scholar, a student, few prominent men are his equal, so that he will long live in the memories of our brethren; while countless generations as they glide on from the East to the West, over these great railways, shall see with wonder the fruits of his labors in their construction, and as they sweep across the Mississippi and the Missouri, will forever link his memory with those gossamer bridges which span their waters, and his name and his memory will be as enduring as the iron road that binds in a blessed union the stormy Atlantic to the tranquil sea.

Rock Island, Ill. Jan. 1, 1869.

Brothers and Readers of the Journal:

I wish you one and all a happy New Year! for time rolls on, and with it flies those hopes that swell our bosoms high. Some have realized their expectations, and more have been disappointed in what this year has brought them, yet it has passed and gone, and with it many near and dear friends have passed the river of time; never to return, never to advise or admonish those whom they once loved and respected, but in the cold and silent grave will they calmly and quietly sleep, free from the trials and troubles incident to human life, patiently waiting for the last great trumpet to call them to enjoy the pleasures and glories of another and better abode which was prepared for them before the foundation of the world. We are, all of us, buffeting against the dark and stormy waves of adversity, each doing what he thinks will be for his best good in the hopeful future. But this journey of ours is varied and fraught with many difficulties and dangers, and he who takes his life in his hand and starts on this unknown journey, without compass or chart, having no plans laid down for the future, no object in view which would gain him honor and distinction, but all the vanities and visionary dreams of a self-conceited imagination, will, long before they know or mistrust their faults and see the dangers which are fast thickening about their pathway, have become so addicted to those unholy and debasing influences that they will pass, or, regardless of public opinion, never think whether they are bringing disgrace upon themselves and relatives, as well as betraying their best friends; thereby forfeiting their esteem, friendship and protection. And almost all the troubles we experience in the family circle

in political campaigns, and secret organizations comes from those self-conceited and adventurous minds, which, through life's journey, have no *plan* or *policy* to direct them. They are always at war with public opinion, their frail bark is driven by adversities, cruel winds, upon unseen reefs and impassable barriers, until all the nobleness of their manhood, and purity of birth are buried in the grave of contempt, and disrespect. But *knowledge* is power, when rightly used. It strengthens, encourages, and invigorates man's very existence. Without it, no one can understand the wisdom, power, and goodness of his Creator. Time, with the energies, skill and experience of man, is fast bringing to light the hidden mysteries of the elements which surround us, and are next to indispensable to our future welfare and prosperity. We are, all of us, desirous of moving in circles of refinement; to be considered respectable, and worthy of some attention. To do this, we must possess a certain amount of knowledge, qualified to converse upon almost any subject that is brought up for discussion, and some of the most common things, and those we should be the best posted in, are the most neglected. And, for your consideration, Brother Locomotive Engineer, I propose to ask and answer certain questions as lain down in Well's Physical Science, and which, I hope you will all read and remember.

Upon what does the hardness of a body depend?

Not, as is often supposed, upon the density of the body, but upon the force with which the atoms hold their places in some particular arrangement. Gold is much more dense than the diamond, yet the metal is soft, while the diamond is the hardest body in nature.

When is a body said to be ductile?

When it is capable of being drawn into wire.

When is a body said to be malleable?

When it is capable of being hammered, or being rolled into thin plates.

What is cohesive attraction?

It is the force that holds together the atoms of bodies. Cohesion acts only between particles of matter of the same kind.

If you drop water and laudanum from the same vessel, why will sixty drops of water fill the same vessel that a hundred drops of laudunum will fill?

The cohesion between the particles of the two liquids is different, being greater in the water.

How long will smoke continue to float above the surface of the earth?

Until its particles, uniting, become heavier than the air, when they descend in the form of small flakes of soot.

Where will a body weigh the most on the surface of the earth?

At the polls of the earth; for at this point the attractive power is the greatest.

Where will a body weigh the least on the earth's surface?

At the equator.

What would be the weight of a body carried to the center of the earth?

It would have no weight; for the attraction of gravitation, acting equally in every direction, no effect would be produced.

What would be the state of things if no motion existed?

The universe would be dead; there would be no rising or setting of the sun; no flow of water, or of air; no sound, or light.

What is centrifugal force?

It is that force which causes a revolving body to fly from the center.

How much faster would the earth be required to revolve, in order to make the centrifugal force equal to the attraction of gravitation?

Seventeen times faster, or in eighty four minutes, instead of twenty-four hours. In this case, all bodies at the equator of the earth would be destitute of weight.

Why can birds fly?

Because they have the largest bones of all animals in proportion to their weight. Air vessels, also, enable them to blow out the hollow parts of their bodies, when they wish to make their descent slower, rise more swiftly, or float in the air. It is an eroneous idea that the bones of birds are hollow and filled with air. Recent investigations show that the bones are not more hollow than other animals, and do not contain air.

Does a man in rowing drive the water astern with the same force that he impels the boat forward?

He does; action and reaction being exactly the same.

How far will a body fall, through the influence of gravity, in one second of time?

Sixteen feet.

How far in two seconds?

Four times sixteen feet, or sixty-four feet.

Three seconds?

144 feet.

In four seconds?

256 feet; and so on.

What is the rule by which the height from which a body falls may be found, the time consumed in falling being known?

Multiply the square of the number of seconds of time consumed in falling, by the distance the body will fall in one second of time.

If a stone is five seconds in falling from the top of a bridge, or house, how high are they?

Square the 5 seconds, and it is 25; multiply this by 16, the distance it will fall in one second, and you have the answer, $25 \times 16 = 400$, the height of the structure.

How long must a pendulum be, to beat seconds?

About 39 inches.

Why does a common clock go faster in winter than in summer?

Because cold weather shortens the pendulum-rod, and heat lengthens it; a short rod beats faster than a long one.

How is muscular energy exerted?

Through the contraction of the fibers which constitute animal muscles, and the bones acting as levers.

What is the estimate of the uniform strength of an ordinay man, for the performance of daily mechanical labor?

When he can raise a weight of ten pounds to a height of ten feet once in a second, and continue it for ten hours in a day.

You say a steam engine is of a certain horse-power. What do you mean by the term?

The standard adopted is that a horse can raise thirty-three thousand pounds to the height of one foot, in one minute.

What is gunpowder?

A solid, explosive substance, composed of saltpeter or niter, sulphur, and charcoal.

What is the estimate force of gunpowder when exploded?

At least 14,750 pounds for every square inch of surface which confines it.

To what distance can a ball be thrown from a 24 pounder?

Four miles; and the same ball would go twenty miles, if the resistance of the air was removed. Gunpowder was discovered in the twelfth century, by Berthold Swartz, a Prussian monk. It was first used in battle in 1346.

How slight a declivity is sufficient to give a running motion to water?

Three inches to a mile, in a smooth, strait channel, gives a velocity of about three miles per hour. The river Ganges, at a distance of 1800 miles from its mouth, is only 800 feet above the level of the sea.

How is the pressure of water exerted?

Equally in all directions.

What is the result if a corked, empty bottle be lowered into the ocean a considerable depth?

The cork will be forced inward, and if the cork was fastened immovable, the bottle would be crushed at a depth of sixty feet.

When a ship founders in shallow water, if broken to pieces, comes to the surface; but when a ship sinks in very deep water, it never rises; why is this?

The pressure of very deep water forces the water into the pores of the wood, and makes it so heavy, that no part of the wreck ever rises again.

What is the pressure of water expressed in numbers?

The pressure of water, at any depth, whether on the sides or bottom of any vessel, is nearly one pound to the square inch for every two feet of depth.

What is water?

Water is a fluid composed of oxygen and hydrogen, in proportion, to eight parts of oxygen, to one part of hydrogen. Any water that contains less than fifteen grains of solid mineral matter in a gallon, is considered pure.

How much solid matter is contained in a gallon of sea water?

From twenty-two to twenty-eight hundred grains.

How much in a gallon of water taken from the Dead Sea?

From eleven thousand to twenty-two thousand, or nearly one fourth part its weight.

Is every lake into which rivers

flow, and from which there is no outlet, except by evaporation, salt?

They are; and it is curious to observe that this condition disappears, as soon as an artificial outlet is provided.

What are the substances extracted from the earth which we find in sea water?

The most abundant are salt, next, certain combinations of magnesia, then salts of lime and potash, iron, iodine and bromine.

Now, I presume the best thing I can do is to draw this commuication to a close, as you may not be pleased with its contents, and I will be very sure to hear from you if it don't suit. And in conclusion, let me urge you one and all to do your duties as far as you know them, and I have no fears of the future. Don't neglect to make provisions for your families while you are in health, and have so many golden opportunities. My strong desire is that you may all prosper in every laudible undertaking; for our lives as a class of men are fraught with excitement, dangers and difficulties; but let us be faithful to every trust reposed in us, acting justly and uprightly with all, and we will come out victorious in this pilgrimage in life. I am fraternally and courteously yours as ever

J. L. Ramsey, F. G. E.

A cherry tree grows in Utah 18 inches high, with a top as round as a cherry, withstands the greatest cold, and is loaded with sweet fruit.

Reminiscences of the Old Year.

Fort Wayne, Jan. 1, 1869.

The old year has passed silently away—has followed the preceeding ones into Eternity; yet you and I are spared. We have much to be thankful for. We greet the New Year with a hope that it may be a happy one; yet how the mind loves to dwell on the memories of the past; some bright and happy, others sad, yet none the less cherished. How many dear ones greeted us last New Years that are not with us now—where are they? Alas! gone. But do the lessons we receive bid us faint in sorrow? Oh no; rather let us improve the time given us. During the years past and gone we have not improved as we should have done. Those years were not given to be idly passed away. He who loaned them, designed that in the use of their opportunities our minds should have been informed, our hearts cultivated and transformed into the image of the Heavenly.

Alas! what delinquencies meet our gaze as we look back over the paths along which our steps have led us to the present hour. How much more we might have done to beautify and bless the several families in which we have membership—to make our homes scenes of happiness and improvement, and render them types of the heavenly home whose mansions we expect to occupy when our work on earth is finished.

When our earthly journey past,
Every tear and pain gone by,
May we together meet at last,
In the mansions of the sky.

May.

Bros. Mudge and Wilson:

Dear Sirs:—Thinking perhaps a word from Division No. 28 would be acceptable, I take the time to write a few lines, to say that everything is well with us, as regards the Brotherhood. We cannot report much progress in numbers, as we have taken in none since our report was made, but everything is working well. I wish to say a word in regard to the insurance, as now in force among the Brothers, which, if you think advisable to publish, do so.

In no one thing the Brothers have done, have they gained more credit to themselves, than by this insurance, and Bros. Sherman, Abbott, Smith, and their co-workers who first started the project, have gained to themselves a credit which can never be too fully appreciated, or which they can never be deprived of, and so far as they have gone, it is well, but what we want is a consolidation of the Insurance with the Brotherhood, to be a partand parcel of the same, to be governed by the rules of the order, and managed by the executive officers of the same. There are many advantages to be derived from such a course, among the most important is, the saving to the Brothers of the salary, to be paid to the Secretary and Treasurer, not that it is too much for the services rendered, but it will be that much saved to us.

Again, a more general membership of the Brothers, for if once made a part of the order, all will take an interest in carrying out an object so worthy, and one which, if carried out, properly, will place our order first among the people for benevolence, to its members, as it has already done for utility and worth, in making better men for the position of Locomotive Engineer. Any society which can show a well developed system of providence for its members must, and will, command respect among men, and strength among its members. Many of the Brothers will not join our Insurance because it is *not* a part of the order, not that they lack confidence in the Brothers who have the matter in hand, but because it is a separate concern, and not under control of the Brotherhood.

Another advantage which would be derived from a consolidation is this: With a sum, say $2,000 or $2,500 to be paid to the heirs, if a general membership was obtained, a very material reduction of assessments would follow, and, while we would provide for the widow and orphan, in their hour of great necessity. It could be done at so trifling an expense that no brother would hesitate to become a member of the Insurance, but with the present system much fear is felt that a failure may be the result. I would not say a word to discourage any one in joining the Insurance, but I feel justified in saying that much dissatisfaction exists now. I hope, if this is published, it will draw out others on this question, and it will be well ventilated, and a plan be decided

upon for a more perfect organization of our Insurance. As the matter now stands, no move can be made toward a consolidation, without a certain process by the officers of Insurance. In all candor I say that those Brothers who have carried the Insurance to this point, are deserving of great credit, and no Brother will hesitate in saying well done, good and faithful servants; but I ask them to look to the greatest good to be derived from this part of our business; and if it is thought *best* to consolidate with the order, that the necessary action may be taken, by a former request on the part of Bros. Sherman and Abbott, to the Grand Officers to this effect, and a submission to the several Sub-Divisions to ratify the move. If this is done I am prepared to say that a material increase will be had in membership from this point, while if it is not done, I fear a reduction will be the result.

Certainly no Brother will hesitate to take any step which will prove a benefit to the order at large, and in no one thing has more good been done than by this Insurance, partial in its operations as it has been. I feel I speak for a large majority of the Brothers throughout the country when I say, that give us this consolidation and we will show to the country one of the most successful benevolent societies ever in existence, and I believe the Brothers will to a man almost, join with it. I think, and it is the belief of others, that there is a danger of dropping off members as now arranged, but all say if it is changed, and from time to time, as membership increases, (always voluntary) a reduction may be made in assessments until a more nominal sum will be required to meet the requirements.

Hoping to hear from some more able exponent than myself on this subject, I remain yours Fraternally,

CHAS. FELLOWS,
Cor. Sect., Dayton, O.

ALLEGHENY CITY, PA., Dec. 1868.

Brother Mudge:

I am truly very much interested in the MONTHLY JOURNAL, and seeing the progress it has already made in its short duration, I thought I would try and give you all a few words of encouragement, as every woman should do, especially those who have fathers, brothers and husbands on the railroad risking their lives for our support; surely all such who read the JOURNAL cannot be otherwise than interested in it and wish its good works to spread though the country, and God speed. You are succeeding in elevating your characters as gentlemen, and your position as railroad engineers; in time passed the community generally judged the "railroaders," as they call them, by the actions of some few wild and roving men, who did not care for God or man—went rushing through this world, regardless of any honor and respect, thus casting a shadow over all their comrades, disenabling them to obtain what they sought after, "respect and honor." I need

not say some few wild and roving men, for in those times the majority of the railroad men were such, but thank God the change has come, and now instead of the drinking saloon, card table, and theater, the house of God is their lodge, and some of those who once scorned the railroaders, smile, respect and look upon them as a class of gentlemen, as well as a *dirty, greasy engineer.*

Heaven reward you all for so nobly thinking of the widows and orphans who are almost daily being left to battle through this world by themselves. Through the Engineers' Insurance they are not left entirely pennyless. With your help they are not left to want; even if we know we will not receive eight or ten thousand, we know it is from ever willing and helping engineers, and that the money is paid in for some good purpose, and not subject to any speculation as other Mutual Life Insurance Companie's are. On looking round from my childhood up to my present age, I cannot be otherwise then suprised at the great change in railroad men generaly, not only the engineers but firemen, brakemen and all the employees.—On the sabbath day instead of seeing them collected around the corners they are winding their way to church with their families, hearing the word of God, and the warnings of death; will they heed, or will they turn away coldly, still staying in a life of sin; and thinking, wait until *to-morrow.* Brothers prepare your souls for the last moment; be ready to go when the Son of man cometh, and it makes no difference when he knocks, you can bid him enter in peace. Be a good temperate engineer, be a respectable and honest man, and a *good christian,* and you will leave a *pearl* in this world, and wear a *diamond* in Heaven; your friends will mourn not as with a hope unfounded, but with a hope of meeting you in Heaven.

May you all be blessed in your good undertaking, and may you prosper until the railroads are all governed, managed and carried on by christian men; and may your families lives be that of christians, and full of happiness; may all the generations now and to come, say, God bless the Brotherhood of Locomotive Engineers; and you have the earnest prayers for your success and your safety from an ever faithful and sincere friend of railroad men.

An Engineers wife,
"CALLIE."

CRESTLINE, OHIO, DEC., 1868.

Brothers of the Brotherhood of Locomotive Engineers:

Permit me through the columns of the JOURNAL, to tender you my greatful acknowledgements for your kind and liberal donation of a splendid Singer's Sewing Machine, expressed to me by Brother S. R. MUDGE, your F. G. A. E., who informed me that the donation was made by the Brothers of Divisions No. 7, 8, and 12.

My husband an engineer, as you know, has left to my care his fatherless babe, which a kind and ever careful providence has through you made comfortable by placing within my reach the means to earn an honest livelyhood by honorable toil.

My babe resting upon my care, has found that which I trust your children may never want, a home, and by your aid that home made now happy by a frugal meal earned by my own hands. I too, gentlemen, was left without a father, though kind friends have ever cared for me; shall I forget those friends, never; no never. Such, gentlemen, will no doubt be the thoughts of my poor fatherless one, for your care with my aid, shall make a lasting impression upon his mind.

I would that every engineer might prove himself worthy to belong to your noble order, and I here would breathe a fervant prayer that your noble order might continue its good work of elevating and upbuilding the class of men connected with it, and that your order in this place may prosper and by careful and earnest labor, through it make such impressions upon your employees that none but honest and upright men may be permitted a place as an engineer.

Again Brothers of the Brotherhood I sincerely thank you for your precious gift.

I am thankfully,
MARY N. BEACH.

LET not your right hand know what your left hand doeth.

MARTINSBURG, WEST VA.,
Mr. Mudge:

I frequently see in your MONTHLY JOURNAL communications from the wives of engineers, you will not be surprised that I feel a deep interest in your wellfare, when I tell you that my husband is an engineer, and one of the best and noblest. He is a member of Division No. 38, of the Brotherhood of Locomotive Engineers, and I say without exagerating, that you could not find a braver or more generous set of men anywhere. To my knowledge there is not one of the members who drink intoxicating liquors to excess, if at all; but I do know there are several who belong to the Independent Order of Good Templars, and I could speak of many of the general good qualities of this Brotherhood, but as I am making this more of a personal than a general matter, I will say that my husband is a consistant member of an Evangelical Church. There are many more here of whom I can say the same. An engineer's life is doubtless fraught with many dangers, he is liable at any moment to be called before his Judge, and Oh! how important that he should be ready at all times, that when the inexorable summons reaches him he may be prepared to render up his account to Him who hath said "be ye also ready for in such an hour as ye think not the Son of Man cometh." An engineer should be a brave man for he holds a responsible position, he should studiously avoid all habits, and especially that life, peace and

health destroying monster intemperance. An engineer, of all men, should be a sober, conscientious man. It seems to me if he would think seriously of the matter, and consider the misery and suffering of which he might be the cause, he would be of the same opinion. I hope this poorly expressed letter will be excused, as it is my first attempt, but feeling the interest I do, I thought I might find a way to express it through the columns of your JOURNAL.

Yours truly,
JENNIE B.

PORT JERVIS, DEC., 8TH, 1868.
Brother Mudge:

As my last note found a place in your valuable JOURNAL, I have come to the conclusion to try again, and I trust you will find room for them. I have so many things on my mind that I do not know where to commence, but feel it a duty to say a few words in regard to some of the members of the Brotherhood, and will commence with Brother Abbott, and his co-laborers in the insurance. I have known Brother Abbott by reputation for some time, and have been informed by my husband that in years past he has enjoyed poor health, but I thank the Grand Chief of the Universe that he is blessing him with better health at the present time.

I have often thought in years gone by how I could get along, should my husband be taken from me, and I am sure the same thoughts have entered into some of the Brothers minds in regard to their families, and my prayer is, God bless all the members of the Brotherhood, and especially those who devised and put into operation the Engineers Mutual Insurance Association. I have often heard of Brother Abbott's being shut up in the Engineer's Room at Jersey City until midnight and after, also seated at his writing desk, at his home at a late hour at night, after he had completed his trip on the road, doing the business of the Insurance Association, and I have asked my husband what pay he received, and his reply was, nothing but the good will of the Brotherhood. This is a mistake, for he has the good will, and I trust the prayers of every Brother's wife. I am happy to learn that you think that he should be renumerated for his services, that you think he deserves something more than the good will and prayers of the Brothers and their families. One other subject and I will close for this time, I would speak a word on morality and about our JOURNAL. The JOURNAL is a welcome visitor at our house and is not allowed to remain twelve hours without being read through, and I am proud to say that the JOURNAL has improved much in its reading matter, I do not say this because I have contributed a few lines for it, but the matter generally is of a higher tone than the first was, but I am sorry to learn that there is some talk of leaving out the obituaries and some of the excellent sermons that are preached for the benefit of the Brotherhood, my idea of this matter

is, the JOURNAL is not large enough to contain them, make it two or three times its present size, and increase the price accordingly, the more and better reading matter you get in it, the greater the tendency towards morality. Why, that same little pamphlet, the JOURNAL, may be the commencement of a great revolution, or some of the Brothers may ask, what can four or five thousand engineers do; they can secure public opinion, and there is no better way than to furnish a JOURNAL that will interest all. Print all funeral sermons and all sermons preached for the benefit of the Brotherhood, also all good reading matter and charge accordingly. I would not be without the JOURNAL if it cost four times as much as it does now, and I had to take in sewing to pay for it. If you think I am in for a revolution, you are mistaken, I would do nothing of the kind, only where it is needed.—I will admit that five thousand engineers when compared with the whole population, are in a great minority, or as a grain of sand among the many on the sea shore, but my Brothers, go back with me a little more than a half century ago and take the history of our country and tell me what would have been done with a man who dared to utter abolition sentiments, or dared to say a word against Slavery, even in some of the New England States; they would have had to leave the State, and that too perhaps with a coat of tar and feathers; but to-day, thank God, we can boast of a *Free Country*, and how was this brought about; just in this way, there were a few honest concientious men who commenced very carefully but kept the ball in motion until the clergy took hold, and then the press with able writers put shoulders to the wheel and in due time the public became awakened in the matter. We saw as a civilized nation we were behind the times, and as a nation we acted accordingly. But pardon me BRO. MUDGE, for trespassing so much on your valuable time and patience, but I must say that I think there is talent and enterprise enough in the Brotherhood to support a much larger JOURNAL, and to our credit and benefit. I will close, and may the Grand Chief of the Universe help us all to do right in this life that we may enjoy everlasting happiness hereafter, is the prayer of the

WIFE OF AN ENGINEER.

BUFFALO, N. Y., Dec. 5, 1868.

Mr. S. R. Mudge:

I have read your JOURNAL, from its first issue, to the last number published, with increasing interest; being the "Wife of an Engineer," I am naturally interested in all that contributes to the welfare of the class of men to which my husband belongs. I believe that the B. of L. E. has done, and is still doing, much to elevate these men, both mentally, and morally; and I would most earnestly bid them God speed.

In looking over the JOURNAL for October, I noticed a letter from a Canadian Sister, in which she says:

"It is not long since, when an Engineer was considered by Canadian citizens, nothing but a 'bar-room pillar;" and I thought as I read, might not the same opinion have prevailed in regard to some engineers in the States. I say some, because I know that there are noble men, who despise the use of intoxicating drinks, among "Engineers," and I thought again, do the members of the Brotherhood attach sufficient importance to the principles of Temperance, as exhibited in the doctrine of total abstinence? I know that drunkenness is a misdemeanor, punished by expulsion from the Brotherhood, but is not moderate drinking allowed to an alarming extent, and is there not great danger that moderate drinking will lead to drunkenness? I feel sure that the Brotherhood would be a "power for good," if they would take a decided stand against the use of intoxicating drinks.

I could to-day, point out to you a young man, who held an important official position, in the employ of one of the R. R. companies in this city, a young man of good family connections, fine personal appearance, more than ordinary business ability, and the only child of a widowed mother, who has lost health, reputation, and situation, by indulging in this too prevalent habit. Two short years ago, this young man was the joy of his home, and an ornament to society; now, he is just recovering from that terrible disease, delirium tremens. Well might one exclaim, "O! thou invisible spirit of Rum; if thou hadst no other name by which to know thee, we would call thee Devil."

Oh that I could induce the Brotherhood to, by both precept and example, battle against this monster evil, which is desolating so many homes. With many wishes for your success, I am Respectfully yours.

MARGARET.

GALION, December 28, 1868.

The following Preamble and Resolutions were unanimously adopted at the last regular meeting of Galion Division, No. 16, B. L. E.

WHEREAS, Through the untiring energy of Mrs. E. H. Fralic and Mrs. J. C. Bull, who labored ardously upon one of December's stormiest days, and by the liberality of some of the citizens of Galion, their efforts were ultimately crowned with success, and the result was, Galion Division, No. 16, B. of L. E., was the recipient on Christmas Eve, December 24, 1868, of a beautiful cut-glass Water Pitcher and Goblets; also a handsomely bound Bible, suitably inscribed with the names of the fair donors, together with the citizens that had enabled them to make these magnificent gifts. Therefore be it

Resolved, That the sincere and heartfelt thanks of Galion Division, B. of L. E., be and is hereby tendered to some of the citizens of Galion and their fair agents, for the very appropriate and generous gifts they have bestowed upon us, doubly appropriate as we have chosen the Bible as

the rule and guide of our faith, and it is evidence to us that those who have presented us with it, that they have already seen good results from our organization. May each and every one of us follow its teachings, and may it become the "head light" to show to us the direct road through the dark valley and shadow of death that leads to an endless eternity; and

WHEREAS, Mr. O. Duck, the gentlemanly proprieter, and his wife, the accomplished landlady, of the "Capital House," Galion, Ohio, did upon the occasion of the festival of Galion Division, No. 16, B. of L. E., Christmas Eve, spread a most bounteous feast, that would have pleased the taste of the most fastedious epicure and made glad the heart of an hungry multitude. There was game, slain in the far western wilds, and served up in a style unequalled. Fruits from "over the water" and the sunny South, in fact, everything to please the taste, from an hungry R. R. man to the nicely flavored artical for the dantiest convalesant. Therefore, be it

Resolved, That the sincere thanks of Galion Division, No. 16, B. of L. E., be and is hereby tendered Mr. and Mrs. O. Duck, for the sumptious repast prepared for them and their friends upon that occasion, and we do, furthermore, recommend them to the favor and patronage of the traveling public as the friends of the working classes.

Resolved, That the foregoing preamble and resolutions be published in the LOCOMOTIVE ENGINEER'S JOURNAL and Galion *Review*.

JUD BELTON,
JERRY WIMPLE,
JERRY MYERS,
} Committee.

ALLEGHANY CITY, Dec. 8, '68,

Brother Mudge:

The following lines were written on the death of Mr. Thomas Milner, locomotive engineer on the P., Ft. W. & C. R. W., who was killed September 15th by the explosion of Engine No. 12. This was his first trip since promotion, and on his return from Youngstown to Alleghany City, the boiler exploded at Covert's Mills, killing himself, fireman and brakesman. Milner was a young man of promise, and respected by all who knew him.

The willing engine moves away,
From misty morn to shining day,
But death upon the footboard stands
And holds the trottle in his hands.

The mysterious vale is drawn between
Thee and the angel, and unseen
He looks with eager eye to see,
Thy spirit reach eternity.

The fatal moment comes at last,
One loud and most terrific blast,
The mighty engine rent in twain,
Death's work accomplished once again.

The bell that rang the warning peal,
Lies buried neath the broken wheel;
And bolts and bars, which pierce the ground,
In dire confusion strewn around.

Hot hissing steam, borne by the breeze
Above the lofty forest trees,
Returns to earth, with storms of wind
In drops of water unconfined.

Thy voice is hushed; it would be heard,
But blood keeps gurgling with the word,
That would a dying message send,
To mother, sister, brother, friend.

The guilded sun on this bright morn,
Shines on thy mangled, bleeding form,
And earths green carpet does supply
The softest couch on which to die.

Thine eyes are closed; the fleeting breath
Has left thee silent, cold in death,
But God, unseen by mortal eye,
Takes the freed spirit home on high.

The grave receives its sacred trust,
And thou returnest to the dust,
But blooming flowers, on summer's day,
Will decorate the "house of clay."

And do we gaze upon thy tomb,
Man's dread and dreary, silent home,
A falling tear shall mark the spot,
Where care and sorrow enter not.

J. H. HARDMAN,
Div. No. 17, Alleghany City, Pa.

KELLY'S LAMPS.

We take pleasure in calling your attention to the advertisement of James H. Kelley's Lamp Works. We have been personally acquainted with Mr. Kelley for many years, and can, from personal knowledge, recommend him as a man that will furnish just such articles as he advertises, which are as good as can be found in any other market.

We have run an engine many years with one of Mr. Kelley's Head Lamps attached, and can recommend them from actual experience as being reliable and affording a powerful light, and we believe that they are sold as low as any manufacturers can sell them. Conductors can have the most convenient lamp by ordering of Mr. Kelley, as he is continually making improvements, and has done as much as any other manufacturer to introduce the best lamps that are made. In addition to having the best goods, Mr. Kelley has a disposition and will to help the laboring classes. He has never been appealed to in vain when help was wanted to assist the unfortunate or to encourage those in trying to improve and elevate their standing as men. We know him to be prompt, reliable and worthy of a liberal patronage, and we take pleasure in recommending his lamps to all of our friends and readers.

The Late John H. Latimer.

We have been placed in possession of a memorandum book, found on the person of the man Latimer, who was supposed to have been killed by the cars on the L. & B. R. R., at Kingston, last week, from which we learn that deceased commenced work for one Jonas Prentice on August 21st, which shows that he worked for him part of nine weeks (46½ days) receiving therefor, according to his cash account, $34.50. He also worked for A. J. Lyon & Tyler 32 days, commencing Nov. 4th, receiving, probably in part payment, $13.50 in cash and goods. From the same book we find the name of his wash-woman to have been Mrs. Murphy, and that she commenced working for him Nov. 19th, 1868. We print these particulars for the purpose of giving these parties opportunity to give information if they are able, as to the family of the unfortunate man, which has not as yet been found.

It appears that there are some singular, if not mysterious, circumstances connected with the affair, which we have learned from Master

Mechanic Graham, of the L. & B. R. R., and which are these:

The heel of his boot was found 25 feet from his body; his left arm was entirely severed; his bowels were protruding, and there were *no traces of blood* on the earth where the body was found. There were considerable bruises about his head, and one ear was cut, as if by a kick, and the supposition is that the man was murdered, after which the body was carried to the track so that the train could run over it. It is also said to be known that threats had been made against Latimer, some time ago, by some party. No inquest was held. The remains were buried on Friday last, and it is now proposed that the body be exhumed, and an inquest held. It is hoped that if any one can throw light on the mysterious affair, they will do so at once. The ends of justice may be furthered if newspapers will reprint the material portion of the above.

Kingston, Pa., Jan. 17, 1868.

MONTREAL, Jan. 12, 1869.

Mr. Mudge:

DEAR SIR:—If we turn either to ancient or modern history we will find that certain men bound themselves together to perform certain objects that they had in view, either for the advancement of their own ends, or the general good of mankind. True, some have been lawless, but it has been a very rare occurrence that the bad ones have lasted any length of time, while those to do good are hundreds of years old.

There are many who will say a man can do right without belonging to a secret society, but let me assure them that where it is based on a moral principle, it is right, for the Scriptures enjoin us to assemble and meet together, and the Lord has promised that when two or three are gathered together in his name, he will be in the midst of them.

You, Mr. Editor, in your wide field of experience, have seen many who have lost good places, good friends, and homes by their own neglect, but I ask you and numerous readers if they have known such to be the case in one of your members who have lived up to your rules. I will allow there may be oaths of secrecy, and signs whereby the members may know one another from the unknown, but do we not read that the Lord placed a mark on his people that he might know them; and again, have not all societies certain rites to go through before you can become a member, you cannot even be admitted as a member of any church without first performing certain rites. There are many who argue it is not right to take oaths that belong to such orders as yours, but let them look back and commence at childhood—was there not solemn obligations entered into at their baptism, the oath of allegiance is taken, they take the marriage vows, in fact man's life is made up of such vows, and there are few voices raised against it, therefore why not a society that has the good of its fellow men at heart. Why, even our ministers at ordination make vows and travel, and are respected, and I hold that the Locomotive Brotherhood are ministers to their fellow workmen.

Now I will ask you is not a man justified in joining a society where the great principle is to conform with the golden rule, "Do unto others as you would have them do unto you," is it not one of the first commandments? Then why should a man be blamed for performing it?

Some of the heads of Locomotive departments do not like it. They say men are apt to put their heads together to have their own way and try and get an increase of pay. Well if it is so would it not be better to give a good, sober, industrious man a few dollars a year more than have a bad man at a less figure? I do not mean to say that all are good that belong to your order, or that they are all bad who do not, but I argue from my own experience, it is a *check line* to a man.

We will take for example a young man who is perhaps the support of his parents—that he has been well brought up, he enters life's struggles with no friends, still, men who have been taught to listen to the cries and wants of their fellow men procure him a situation in a Locomotive-shop as fireman; he associates himself with a class of men who are noted for their kindness to strangers, he is much away from home, much of his time is spent in hotels, he knows no one but his mate and he asked him to drink, and so he does, and from one month to another he goes on drinking, and from one vice he gets to another till he is on the downward path of ruin, and then he is turned off—he is without money or friends. But how would it be if his mate belonged to a society like yours? He at least would have the example and advice of a man who had nothing to gain from him, and whose time he would see was profitably spent, whose leisure time was taken up with words of charity, visiting the sick, or improving his mind and those about him. Now who could blame him, if when he came to get charge of an engine, he joined your Brotherhood, for example is great; and did he not see what advantage he would gain by following the footsteps of his mate?

I am afraid I have trespassed on your valuable time and space, but let me assure you I have a great wish to see you prosper here. I am yours truly.

OBSERVER.

SPRINGFIELD, ILL., 1868.

To Messrs. L. F. Palmer, Chas. Hatry, Geo. Smith, Committe:

GENTS.—I beg to acknowledge the receipt of your favor Nov. 2, inst. indorsing the very flattering resolution, passed at a meeting of the B. of L. E., Div. 23, on the evening of October 31, and desire to say through you to the members of Div. 23, B. of L. E., that I have always considered your association of engineers, as tending greatly to the advancement of the professional engineer, and also beneficial to the interest of railroad

companies—and shall always be pleased to extend courtesies, and express my best wishes toward the success of your association. Very truly

R. ANDREWS, SUPT.

KINGSTON, PA., Jan. 6, 1869.

Bro. Mudge:

Whoever said "procrastination was the thief of time," told the truth at least *once* in *his* or *her* life. I do not believe a *man* said it (not meaning any offence to the Brotherhood, or the worthy members thereof) for *men* are proverbially untruthful, and desperately wicked; everybody knows *that*—it is a foregone couclusion. But seriously I thought to write something for the JOURNAL long before this time, but have neglected doing so until now.

What a contrast the scenery of to-day, presents with that of *to-day*, eleven weeks ago. Now a spotless robe of pure white snow covers the earth like a beautiful garment of the bright sunlight, shines into every nook and corner of this lonely little "Valley of Wyoming," making it look like an earthly paradise in spite of its wintry costume—*then* I looked for the first time on the monotonous Level of the Prairie, the busy streets of Chicago, and wondered at the mild, hazy Indian-summer-like atmosphere that hung like a beautiful mist over the city. And a few days later, when we visited Lake Michigan, I was supremly happy, indeed if I should close my eyes only for a moment, I should again be digging in the sands on the lake shore for shells, with those dear friends who were with us. Those same shells repose in a tiny box before me, a lively reminder of the friends we may never see again, but who will live forever in our memory. Then there was the excursion to Joliet, where we were happy in being a "convict" because everyone else was as bad off as ourselves, proving to a demonstration the truth of the old adage that "misery loves company;" and, though everything was orderly and comfortable, one can scarcely help regretting the necessity of the existence of such an institution. But it is of the reception at Aurora that I wished particularly to speak of when I began to write. My mother always told me to eat my pie and cake *last*, because it was the nicest, and this idea will apply to Aurora also; of all the excursions; we enjoyed that to Aurora most. We never saw such abundance, such magnificence, we never saw such willing hands and smiling faces, never listened to such brief, yet heart-felt speeches. And when we left the Hall we met and spoke with some of those ladies; they seemed more like old friends and sisters than like strangers to us; some of them were Conductor's wives and all were doing something to make us happy; we would like to see all those friends in our own home, and we would try to make them just as happy as their kind attention made us. The visit to Aurora was something to be remembered one's whole lifetime. My husband and myself often speak of that excursion, and remember it as one of the very happiest events of our past lives, and we shall ever think kindly of all those who done so much to contribute to our happiness while sojourning in a strange land. The hospitality of the Western people is great, their resources boundless; and to use a phrase of Mr. Jackman's "they can afford to be hospitable" when we add to that the assurance from Brother Mudge that "*there is more land to the acre*" *out West*, than anywhere else, there is no *ground* for furhter argument. One word more and I will close. The Brotherhood of Locomotive Engineers is, I believe, respected as an order more than any other secret organization in the Universe. It is trusted implicitly, in its grasp are untold millions of lives and property, the public have learned to admire the courage, and respect the calling of the Locomotive Engineer; make yourselves worthy of all the trust and praise that is lavished upon you. We wives are proud of our husbands and thousands of prayers are daily, aye, almost hourly, offered for your safety and future happiness, and we firmly believe that those words of the Savior "Whatsoever ye ask the Father in my name, believing ye shall receive," and still trusting and believing, we pray earnestly for the advancement of the cause.

CLARA L. WELCH.

—The immense snow plows which the Union Pacific Railroad Company had built last summer and distributed along its road on the plains and in the mountains, have done capital service during the late snow storm.

Obituary.

DIED—At Utica, New York, Brother John Shaffer.

At a special meeting of Division No. 14, Brotherhood of Locomotive Engineers, held in their Hall, Utica, Nov. 5th, 1868, the following resolutions were unanimously adopted:

WHEREAS, It has pleased God, the Grand Chief Engineer of the Universe, to remove by death our beloved Brother, John Shaffer, and again impress upon us the stern lesson of the uncertainty of life and the certainty of death, be it, therefore

RESOLVED, That in the death of Brother Shaffer, Division No. 14 has lost a beloved and respected member, one who will not be soon forgotten by his associates.

RESOLVED, That in performing the last duties to our Brother, we will take it as a lesson for us to prepare for the great change. when all the pleasures of this world shall cease to delight us, and to indellibly impress on our memory the importance of being prepared to meet this great transfer of life for immortality.

RESOLVED, That we sympathize with the wife and relatives of our deceased Brother in their bereavement, and we tender them our heartfelt sympathy.

RESOLVED, That the thanks of this Division are again due, and are hereby tendered, to Gen. Z. C. Priest, Assistant Superintendent of the N. Y. C. R. R., for his kindness in placing at our disposal a car to convey us to Little Falls, the place of interment.

RESOLVED, That our Hall be draped in mourning for thirty days, in memory of the deceased.

RESOLVED, That these resolutions be printed in the Utica and Little Falls papers, and a copy (with the seal of Division attached,) be sent to the family of the deceased.

J. D. MOSHIER,
M. RICHARD,
J. CARROLL,
} Committee.

DIED—After a sickness of many months, Brother Erastus Cottle.

At a meeting of Division No. 61, B. of L. E., held at their Hall, the following preamble and resolutions were adopted:

WHEREAS, The members of Boston Division having heard, with deep and sincere grief the death of our esteemed Brother Erastus Cottle, who was taken from his earthly home after a sickness of many months ; Therefore, be it

RESOLVED, That by his death we have lost a Brother, who was respected and beloved by all who knew him, and we sincerely regret the loss of our Friend and Brother, who has been removed from our midst, by the hand of death, and that we will ever respect and cherish his memory.

RESOLVED, That we truly sympathize with the wife and relatives of our deceased Brother and tender them our heartfelt sympathy, in this their hour of affliction, and for consolation commend them to the giver of all good. "For the Lord giveth, and the Lord taketh away ; blessed be the name of the Lord."

RESOLVED, That we drape our Hall in mourning for 30 days, as a token of respect for our deceased Brother.

RESOLVED, That a copy of these resolutions be presented to the widow and relatives of the deceased, and published in the Engineers' Journal.

E. A. FURGESON,
I. C. PINGREE,
R. T. KING, } Committee.

Nashau, Nov 8th, 1868.

DIED—At Rochester, N. Y., Sept. 14th, by the explosion of his Engine, Brother John D. Jones.

Buffalo Division No. 15, B. of L. E.

WHEREAS, It is with regret we are called upon to record the Death of our worthy Brother John D. Jones, who lost his life by the explosion of his engine, No. 14, on Buffalo Divison, Erie Railway, at Rochester, N. Y., Sept. 14th, 1868. Therefore, be it

RESOLVED, That while we mourn the loss of so true a Brother, and a valuable friend to the Brotherhood, we will not forget that we to are mortals, that these frail tenaments of ours, possessing now so much strength and vigor, must in a short time, like his become the inmates of the narrow house, in the City of the Dead, and our spirits return to God, who gave us existance.

RESOLVED, That we deeply sympathize with the aged parents, who are called upon to suffer the pangs of the disseverance of all earthly ties, to their proudest hopes, stricken down in the midst of health and happiness.

RESOLVED, That in the death of Brother Jones this Division has lost a worthy member, and society a good citizen.

RESOLVED, That in token of respect for our worthy Brother, our Division Room be draped in mourning for thirty days, and a copy of these resolutions be entered on the minutes of the Division, and be published in the Engineers' Monthly Journal, and a copy with the seal of the Division attached, be presented to the parents of our deceased Brother.

C. T. McELVANEY,
A. EASTMAN,
C. R. BECKWITH, } Committee.

SPRINGFIELD, Nov. 2nd, 1868.

At a special meeting of the B. of L. E., Division 23, held at their Hall, on the evening of 31st ult, it was

RESOLVED, That we, the Engineers of Illinois Division, T. W. & W. R. R., tender our sincere thanks to Mr. R. Andrews, our worthy Superintendent, for the courtesy extended the Delegates to the Grand International Convention, held at Chicago, on the 21st ult., by issuing them Free Passes.

RESOLVED, That we find Mr. Andrews a perfect gentleman, and working for the interest of our Association, and is duly appreciated by the B of L. E.

L. F. PALMER,
CHAS. HATRY,
G. SMITH. } Committee.

B. J. MILLER, F. A. E.

DIED—On the 23d day of September, 1868, Messrs. Aaron A. Cooper and Hiram Young, Engineers, and Messrs. Ed Mofitt and R. Keevey, Firemen.

At a regular meeting of Brookfield Division No. 29, B. of L. E., held at their Hall in Brookfield, Mo., the following preamble and resolutions were unanimously adopted:

WHEREAS, It has pleased Almighty God, whom, with due reverance, we humbly acknowledge to be the Grand Chief of the Universe, to take from our midst Brothers Aaron A. Cooper and Hiram Young, Engineers; also Messrs. Ed. Mofitt and R. Keevey, Firemen, who met their death by a collision on the H. & St. J. R. R., on the 23d day of December, 1868, one and a half miles east of Chilacothe Station,

AND WHEREAS, We feel it to be a duty devolving upon us, their survivors, to make manifest our sorrow for thus being so suddenly deprived of the company of our respected Brother, Aaron A. Cooper, and his respected companions in death, and, in justice to the living and the dead, we hereby declare our belief that the accident in which our Brother and companions lost their lives, to have been purely accidental, and beyond the power and skill of man to have averted; therefor be it

RESOLVED, That we bow in humble submission to the decree of Almighty God, the Grand Chief and Ruler of the Universe, in removing from our midst Brother Aaron A. Cooper and Mr. Hiram Young, Engineers, and Messrs. Ed. Mofitt and R. Keevey, Firemen, whilst yet in the bloom of youth and health, and in the discharge of their duties;

RESOLVED, That in the death of Brother Aaron A. Cooper, Messrs. Hiram Young, E. Mofitt and R. Keevey, we have lost four comrades who were as good and efficient men as the Hannibal & St. Joseph Railroad Company had in their employ, ever ready and willing to do their duty whenever called upon to do so; and,

RESOLVED, That in the death of our companions, shere is a blank made in our midst that time alone can efface, and we do hope and pray that our temporal loss may be their eternal gain.

RESOLVED, That we hereby tender our thanks to Messrs. T. Clark, C. Bond, Conductors, and to other employees, for the energy and promptitude displayed by them in extricating the bodies of our fellow men from the debris of the wreck.

RESOLVED, That we tender to the citizens of Chillacothe and vicinity our undivided thanks for the kindness shown and assistance rendered on that fatal day.

RESOLVED, That we do, and we hereby tender to the friends and relatives of our deceased companions, our undying sympathy in this their sad and irreparable bereavement.

RESOLVED, That the Division Room of Division 29, B. of L. E., be draped in mourning for the space of thirty days.

RESOLVED, That a copy of these resolutions, with seal of Division No. 29, B. of L. E., attached, be presented to the relatives of our deceased Brother and his companions in death.

RESOLVED, That this preamble and resolutions be published in the LOCOMOTIVE ENGINEERS' MONTHLY JOURNAL.

JOHN PUNSHON,
JOHN McCARTNEY,
D. A. FINN,
J. C. NICOLDS, } Committee.

PROVIDENCE, R, I., Dec. 5, 1868.

BROTHER MUDGE.

DEAR SIR:—Please have the enclosed inserted in the JOURNAL, and oblige the members of Division No. 57, B. of L. E.

It having pleased our Heavenly Father to impress upon our minds that it is appointed unto man once to die, has, for the first time since the organization of our Division, laid on us the hand of death, and taken a worthy and highly respected Brother from among us.

WHEREAS, It is with feelings of deep sorrow and regret that we are called to announce the melancholy death of Brother E. T. Briggs, by a short sickness of typhoid fever, therefore be it

RESOLVED, that by the death of Brother Briggs Division 57 has lost a beloved and worthy member, who, by his purity of life and honesty of purpose, had secured for himself the good will and esteem of his officials, and more especially his Brother Locomotive Engineers.

RESOLVED, That to the relatives of the deceased, and to the bereaved and disconsolate widow we tender our heartfelt sympathies in her hour of sorrow, and for consolation commend her to Him who is the giver of all good, and may she meet that loved one in that spiritual building, where loved ones know no parting.

RESOLVED, That as a token of our respect, our Hall be draped in mourning for the space of thirty days.

RESOLVED, That the thanks of this Division are due and are hereby tendered to the officers of the P. & S. R. R. Company for the untiring kindness of which they supplied every want of our Brother before death, and for the many favors extended in the arrangements made for attending the funeral.

RESOLVED, That a copy of these resolutions be sent to the JOURNAL for publication, and a copy to the family of the deceased Brother, with seal of Division attached.

AT a regular meeting of Uhrichsville Division No. 82, B. of L. E, held at their Room, December 2, 1868, the following preamble and resolutions were adopted:

WHEREAS, It has pleased the all wise Ruler of the Universe to remove from earth the immortal part of our much esteemed and highly honored Brother, John Woodall, who was killed while in the discharge of his duty as a Locomotive Engineer, on the Eastern Division of the P. C. & St. L. R. W.

RESOLVED, That while we bow in humble submission to the will of our creator, and acknowledge the goodness and divine wisdom displayed in all his works, we deeply deplore the loss we have all sustained in the death of our worthy friend and Brother.

RESOLVED, That as a Locomotive Engineer Brother Woodall had but few superiors, and in his death the Brotherhood has lost a worthy member and his country a good citizen, his family a good and indulgent husband and parent.

RESOLVED, That we deeply sympathize with the bereaved family and the relations of the deceased in this their hour of sad affliction, carefully remembering that e'er long we will be called upon to obey the same powerful and irresistable mandate.

RESOLVED, That a copy of these resolutions with the seal of the Division be sent to the family of tho deceased, and the same be published in the MONTHLY JOURNAL.

W. A. ANDERSON,
C. A. HUNT,
F. B. COYN, } Committee.

DIED—After a long and distressing sickness, Brother Wm. W. Robinson.

At a regular meeting of Division 61, B. of L. E., held at their Hall January 6th, 1869, the following preamble and resolutions were adopted.

WHEREAS, It has pleased our Heavenly Father to again impress upon our hearts that we are but dust, and to again bring down our hearts by calling to his home, after a long and distressing sickness, our Brother William W. Robinson; therefore, be it

RESOLVED, That while we hear with sorrow of the death of Brother Robinson, and mourn his loss, we bow in humble submission to the will of our Great Chief of the Universe, knowing that He who permits not a sparrow to fall unnoticed, will surely not forget the widow and fatherless in this their hour of trouble, "for the Lord loveth whom he chasteneth."

RESOLVED, That we deeply sympathize with those who mourn, and earnestly hope that God, in his infinite goodness, may enable them to bear up in this their great affliction, and to look to Him above in all their trouble.

RESOLVED, That as a token of respect for our departed Brother our Hall be draped in mourning for thirty days, and our engines carry the usual badge of mourning for ten days.

RESOLVED, That we return our heartfelt thanks to the Eastern R. R. Company and Supt. Prescott in particular, for his kindness in furnishing an extra train for those wishing to attend the funeral of our deceased Brother; also to Fraternity Lodge of Odd Fellow's, for the courtesies extended to us while at Salem, for which kindness they will ever be remembered by Boston Division No. 61, B. of L. E.

E. A. FERGUSON,
J. C. PINGREE,
R. J. KING, } Committee.

AT a regular meeting of New Haven Division No. 77, B. of L. E., the following preamble and resolutions were unanimously adopted:

WHEREAS, In the Divine Providence of God, death has removed from our midst our esteemed Brother, Horace B. Humphrey, therefore be it

RESOLVED, That in the death of Brothe

Humphrey this Division has lost a worthy member, the Road a competent and faithful engineer, his companion a kind and loving husband.

RESOLVED, That the heartfelt sympathies of every member of this Division be tendered to the widow of our deceased Brother, and may He who tempers the winds to the shorne lambs guide, protect and sustain her in her affliction.

RESOLVED, That our Hall be draped in mourning for the space of thirty days.

RESOLVED, That a copy of these resolutions be presentod to the widow of the deceased Brother; also, that a copy of these resolutions be printed in the JOURNAL, and entered in the minutes of the Division.

Stay not, weeper, to mourn,
Why should you grieving wait?
Toil up the same rugged steep,
You'll soon at the portals meet,
And together thy joyful feet
Shall enter the Golden Gate.

Fear not lone one, to lean
On the infinite; there's rest
And balm in his love; he'll screen
Thy darling, too, 'neath his wing;
The same arm shall the sleeper bring,
To glory with thee at last.

The bird has left the bower,
Fled from the coming storm;
The music hushed but an hour.
Then haste, for the dark clouds lower,
With him plume thy glad wings to soar,
And in Eden finish the song.

E. B. GILBERT.

S. P. RAND,
E. J. GILBERT,
H. C. KNAPP, } Committee.

New Haven, Nov. 29, 1868.

DIED—Brother Charles Carroll, who was killed while in the discharge of his duty as a Locomotive Engineer, on the U. P. R. R., at Larime Station, by his engine running off the track and the tender turning over on him, on December 10th, 1868.

At a regular meeting of Davenport Division No. 60, B. of L. E., on the 19th day of December, 1868, the following resolutions were unanimously adopted:

WHEREAS, it is with profound regret that we announce the death of our worthy Brother C. Carrol, in whose companionship we have labored the past few years; his loss is deeply felt by all who knew him, and may his memory be cherished by all good members of our Order.

Resolved, That we deeply sympathize with the bereaved family of our deceased Brother, and tender them our heartfelt sympathy in this their sore affliction.

Resolved, That as a token of our respect for our deceased Brother, our Hall shall be draped in mourning for thirty days.

Resolved, That a copy of these resolutions be sent to the MONTHLY JOURNAL for publication, and a copy to the family of the deceased Brother, with seal of Division attached.

MOSES HOBBS,
JOHN E. MOUSLEY,
FREDERICK GOULD, } Committee.

Various Items.

—A firm in Phiadelphia has a new locomotive for city railways, which is said will do away with the objections hitherto made to steam power for this purpose. A car fixed with this new arrangement has no fire-box or fire, only a "steam boiler," which is filled from a stationary reservoir at the depot. At a trial recently made, the car run for the space of forty five minutes at the rate of six miles an hour, made one hundred and twenty-five stopages, and was managed with all the ease of horses. There is no noise other than the ordinary rumbling, and it is thought it can be successfully adapted to the purpose intended. The steam is kept from condensing by heavy wrappings.

—Thomas Hoops, Esq., who has for some years well filled the position of Local Freight Agent of the Michigan Central Railroad, has been promoted to the General Freight Agency, the responsible position formerly held by the present General Superintendent, H. E. Sargent.

—A telegram from St. Louis says that F. N. Winston, of Chicago, has been elected

President of the Leavenworth & Des Moines Railroad, and arrangements have been made for the immediate completion of the road from Leavenworth to Chicago.

Expulsions.

John Gilpatrich, Division No. 47, Hornellsville, N. Y., for drunkeness and neglect of duty.

Marcus Farnum, Division 77, New Haven, Ct, for drunkeness while on duty.

James A. Smyth, Division 34, Columbus, Ohio, for defrauding the members of the Insurance Association to the amount of seventy-five dollars.

Timothy Morrisey, Division No. 90, Pottsville, for drunkeness.

Reinstatements.

Wm. Huntington, Division No. 11, Indianapolis, Ind.

Special Notices.

GALION, December 28, '68.

BROTHER MUDGE:

DEAR SIR—According to a resolution passed at the G. I. D. last session, I enclose the following notice for publication in the next issue of your JOURNAL:

William Warston, Locomotive Engineer, of a years experience, and a member in good standing of Division 16, B. of L. E., is out of employment and is desirous of obtaining a situation. Address, JUD BELTON, F. A. E. Division 16, B. of L. E.

The New Constitution and By-Laws, are now ready for distribution.

Sub-Divisions will find it to their advantage to order a sufficient amount to supply all members of their respective Divisions, also extra copies for distribution, as all Sub-Divisions should be careful and have a good supply on hand for that purpose. The expense of sending a full supply at one time, will be the same as for a much less quantity.

Officers of Sub-Divisions will please forward the names, and Post Office address of their respective Superintendants and Master Mechanics.

CHARLES WILSON, G. C. E.,
S. R. MUDGE, F. G. A. E.,

United States Railroad Conductor's Insurance Company.

Conductors of railroads wishing information of, or to become members of the United States Rail Road Conductor's Life Insurance Company, will please address M. L. Doherty, Secretary and Treasurer, Columbus, Ohio, giving their Post Office address, who will send documents and instructions.

JAMES MARSHALL, Prest.
M. L. DOHERTY, Sec'y & Treas.
Columbus, O., Dec. 12. '68.

SPECIAL NOTICE.—Locomotive Engineers throughout the Continent, who are desirous of forming Sub-divisions of the B. of L. E., to act in concert with those already organized, are invited to communicate with CHARLES WILSON, C. G. E.
or S. R. MUDGE, F. G. A. E.
Address Box 1631, Fort Wayne, Ind.

Information is wanted of the residence of Joshua Boynton, Locomotive Engineer. It is said that he was employed on the Erie Railway in 1863. Any person knowing his address, will confer a favor by reporting the same to G. B. Burrows, Madison, Wisconsin.

LOST.—At Chicago. Ill., a Pocket Diary. Any person finding the same will confer a favor by sending it by mail to Lute Welch, Kingston, Penn.

We wish the readers of the MONTHLY JOURNAL to understand that, in publishing communications, we do not hold ourselves responsible for the opinions of our correspondents.

Division Meeting Notices.

DIVISION N'. 1, DETROIT, MIHIGAN.—Address E. Harrison, box 62, Detroit, Mich.

DIVISION NO. 2, MARSHALL, M CHIGAN,
THOMAS FAULKNER, C. E.,—P. O. Box 394, Marshall, Mich.
M. S. O'KEEFE, F. A. E., Marshall, Mich.

DIVISION No. 3, MICHIGAN CITY, IND.–Meets every Saturday evening, third story, Sherman's block, room No. 9, corner of Franklin and Michigan streets, Brothers in good standing give us a call.
C. C. SAVAGE, C. E.,—Box 26 Michigan City, Mich.
E. H. MITCHELL, F. A. E.,—Box 196 "

DIVISION NO. 4, ADRIAN, MICHIGAN.—Address J. Tomlinson, or L. J. Wheeler, Adrian, Mich.

DIV. No. 5, NORWALK, O.—Meets first and third Saturday evenings in each month, in Engineer's Hall, Latimer's block, corner of Main street and Railroad Avenue.
T. L. BRYNER, C. E.,
CHARLES STEELE, F. A. E.,
T. J. HVRTSWELL, Cor. Sec. Div. Box, 105 Norwalk, Ohio.

DIVISION NO. 6, MONTANA, IOWA.
J. K. FLINT, C. E.,—Box 80, Montana, Boone Co., Io.
R. WILMOT, F. A. E., " "

DIVISION No. 7, LAFAYETTE, IND.—Meets every Saturday evening, at Reynolds Block, Stone Front, on Main street.
ELISHA CANDEE, C. E.,—Box 36 Lafayette, Ind.
FRED HUBLEY, F. A. E., " "

DIVISION NO. 8, CRESTLINE, OHIO.
D. M. PEPPARD, C. E.,—Box 183, Crestline, Ohio.
W. J. READ, F. A. E., "

DIVISION NO. 9, LA PORTE, ND.,—Address O. G. FOX, LaPorte, Ind.

DIV. No. 10, CHICAGO, ILL.—Meets every Saturday evening, Morrison's block, 155 South Clark street, room No. 10. Brothers in good standing are requested to correspond and meet with us.
J. C. PARKER, C. E.,—98 Wilson St. Chicago, Ill.
N. F. STOEY, F. A. E.,—248 4th Avenue, "
R. S. BROWN, Corresponding and Financial Secretary, Weidon Shops

DIVISION NO. 11, INDIANAPOLIS, IND.—Meets every Saturday evening, East of Odd Fellows Hall No. 62, Washington Street. Brothers in good standing are respectfully invited to attend.
Z. B. Belleo, C. E.,—Indianapolis, Indiana.
G. W. Tyer, F. A. E.,—139 South East street, Indianapolis, Ind.
J. B. Whitsell, Cor. Sec., Box 1259, Indianapolis, Indiana.

DIV. NO. 12, FORT WAYNE, IND.—Meets every Saturday evening, 3d floor, Baker's block, Clinton streeet, between Columbia and Main streets.
E. O. POOLE, C. E.,—Box 939 Fort Wayne, Ind.
H. C. BRUSH, F. A. E.,—Box 125 "
W. T. JACKSON, Cor. Sec. Box 625 "

DIVISION NO. 13, CONCORD, N. H.,
J. M. CODMAN, C. E.,—No. 26 Centre street Concord, N. H.
J. P. MASON, F. A. E., Concord, N. H.

DIVISION No. 14, UTICA, NEW YORK.—Meets every Monday evening, at Brotherhood Hall, over No. 9, Broad street, 3d floor. Members of other Divisions are respectfully invited to attend
ABRAM SHOEMAKER, C. E.—Manlics, New York.
M. J. CARROL, F. A. E.,—66 main St., Utica, N. Y.
M. RICKARD, Cor. Sec., "

DIVISION NO. 15, BUFFALO, New York—Meets every Wednesday evening, Daniels Block, Mich street. Members in good standing are respectfully invited to attend. GEORGE SEABROOK, C. E.
P. O. Box, 2143. L. B. SKINNER, F. A. E.

DIVISION No. 16, GALLION, OHIO.—Meets every Saturday evening in Spoonhouse's Block, corner of Main and South Streets. Members of the Order in good standing are respectfully invited to attend.
A. B. QUIGLEY, C. E.,—Gallion, Ohio.
JUD. BELTON, F. A. E.,—Box 25 Gallion, Ohio.

DIVISION 17, ALLEGHENY CITY, PA —Meets every Wednesday evening at half-past 7 o'clock, in Odd Fellows' Hall, north end of hall, and Spears', plow makers, Beaver street, Manchester, Allegheny, Penn.
ROBT. CHISHOLM, C. E.
EDWARD MALONE, F. A. E.
Lock Box 113, Allegheny City, Pa.

DIVISION NO. 18, ROCHESTER, N. Y.—Meets every Saturday evening in Flint's block, 4th floor, corner of State street and N. Y. C. R. R.
GEORGE COLBURN, C. E.,—N. Y. C. R. R.,
JOHN BARKER, F. A. E., "
CHAS. THOMAS, Cor. Sec.,—26 Gorham St., Rochestor, New York.

DIVISION NO. 19, BLOOMINGTON, ILL—Meets first and third Saturday evenings of each month, at Engineers' Hall, corner Main and Jefferson sts.
JAMES O'NEIL, C. E.,—Box 241 Bloomington, Ill.
STEPHEN AKERS, F. A. E., " "

RICHMOND DIV· No. 20, LOGANSPORT, IND.—Meets every Sunday, in Tipton Hall, Fourth street, at 2 o'clock p. m.
JOHN COOPER, C. E.;—Richmond, Indiana.
ROBERT JOHN, F. A. E.,—Box 351 Logansport, IND.

DIVISION NO. 21, MEMPHIS, TENN.
GEO. FOX, C. E.,—Address care M. & L. R. R. R.
CAARLES FALES, F. A. E.,—M. & T. R, R, Office Memphis, Tennessee.

DIVISION NO, 22, CAMDEN, N, J.
G. W. VERNON, C. E.,—Box 33, Camden, N. J.,
R. GAUNTH, F. A. E., " "

DIV. No. 23, SPRINGFIELD. Ill.—Meets every Friday and Saturday alternately, west side Public square.
BURB MALLET, C. E.,—Box 430 Springfield Illinois.
B. J. MILLER, F. A. E., " "

DIVISION No. 24, CENTRAILA, ILL.—Meets every Saturday evening, in Odd Fellows Hall. All worthy brothers are cordially invited to meet with us.
E. P. PHELPS, C. E.,—Box 142 Centralia, Illinois.
M. VAN PATTEN, F. A. E.,—Box 122 "

DIV. No. 25, TERRE HAUTE, IND.—Meets every Saturday evening, Engineers' Hall, corner Main and Third streets.
A. J. SHERBURNE, C. E.,—Box 780 Terre Haute, Ind.
G. W. SHEARER, F. A. E.,—Box 232 "

DIVISION NO. 26, SELMA, ALABAMA.
HOWARD M. SEITH, C. E.,
S. J. DANIEL, F. A. E.,—Address S. K. SHEMMERHORN, Selma, Alabama.

DIVISION NO. 27, RACINE, WIS.—Address W. R. WARD, Racine, Wisconsin.

DIVISION No. 28, DAYTON, OHIO.—Meets alternate Saturday evenings, in their hall, Dickey's new building, corner of Ludlow and Sixth st eets.
F. W. BROWN, C. E.,—Dayton, Ohio.
W. L. WRIGHT, F. A. E., "

DIVISION NO. 29 BROOKFIELD MO—Meets first and third Wednesday, and second and fourth Saturdays of each month, in Roberts Building, second floor Main street.
W. H. EMERY, C. E.,—Box 79 Brookfield, Mo.
D. A. FINN, F. A. E.,—Box 80 Brookfield, Mo.

DIV. NO. 30, PHILLIPSBURG, N. J.—Meets first Friday, and third Saturday of each month at B. D. R. R. depot, fourth story.
T. D. VOORHEES, C. E.,—To whom all communications should be addressed, Box 259, Easton, Pa.
SAMUEL BALDWIN, F. A. E.,—Phillipsburg, N. J.

DIVISION No. 31, CLEVELAND, OHIO.—Meets first and third Saturday evenings, in each month, at Temperance Hall, 184 Superior street.
J. S. TOWNSEND, C. E.,—No. 76 Morison street Cleveland, Ohio.
LEONARD HAM, F. A. E., Cleveland, Ohio.
Address T. B. CUYLER, Cor. Sec. C. & P. R R. Shops, Cleveland, Ohio.

DIV. No. 32, AURORA, ILL.—Meets every Saturday evening, at No 21, Broadway.
W DEMPSTER, C. E.,—Box 214 Aurora, Illinois.
EW'D KUCHENE, F. A E.,—Box 40 " "

DIV. NO. 33, NASHVILLE, TENN.—Meets every first and third Sunday, in each month, at 10 o'clock A. M., in Engineers' Hall, fourth floor of Union and American Block, cor. Cherry, and Church sts., opposite the Maxwell House, Visiting brothers always welcome.
H. C. SHEETZ, C, E.,—Nashville, Tennessee.
A. T. HOWE, F. A. E., " "

DIVISION NO. 34, LITTLE MIAMI, COLUMBUS' OHIO.
JOHN KILROY, C. E.,—Box 442. Columbus, Ohio.
A. F. WEBB, F. A. E.,—Box 88, "

DIVISION NO. 35, LEXINGTON, K. Y.
FRANK LOCKWOOD, C. E.,—Lexington, Kentucky.
J. W. STIFLER, F. A. E., "

DIVISIGN NO. 36, ZANESVILLE, OHIO.
V. B. SHEPLEY, C. E.,—Zanesville, Ohio.
ELIAS DEW, F. A. E. "

DIVISION No. 37, LITCHFIELD, ILL.—Meets every alternate Saturday evening in Odd Fellows Hall, State street, West Philadelphia Public square.
LAWRENCE BERGIN, C E.,—Litchfield, Illinois.
ANSON GUSTIN, F. A. E., " "

DIV. No. 38, MARTINSBURG, W. VA.—Meets every Wednesday evening, in Boaman's Hall, Queen street, next door to the National Bank of Martinsburg. All members of the Brotherhood in good standing are respectfully invited to meet with us.
C. W. CELBY, C. E.,—Baltimore Maryland.
J. D. COPENHAMMER, F. A. E.,—Martinsburg, W. V.

DIV. No. 39, SEYMOUR, IND.—Meets first and third Friday and second and fourth Saturday evenings of each month. Visiting brothers cordially invited.
J. L. PARRISH, C. E.,—Box 225, Seymour, Ind.
H. C. BROWN, F. A. E.,—Box 261, " "

DIVISION No. 40, PORTLAND ME.—Meets every other Wednesday evening, commencing Sept., 30th, at 7:30 p. m., over First National Bank, corner Middle & Plumb sts.
L. V. WALKER, C. E.,—No. 8 Salem st., Portland, Me.
H. B. WING, F. A. E.,—No. 8 Salem street.

DIVISION No. 41, ELMIRA, N. Y.—Meets first and third Saturday evenings of each month, at Engineers Hall, Lunely Block, corner Lake & Carrol Sts.
GEORGE VANOVEN, C. E.,—Box 119, Elmira, N. Y.
JOHN A. BALEY, F. A. E., " " "

DIV. No. 42, CARONDELET, MO.—Meets second and fourth Saturday evenings of each month.
JOHN C. THORPE, C. E.
BERNARD SMITH, F. A. E.

DIVISION NO. 43, MEADVILLE, PENN.
H. D. BROWN, C. E.,—Box 96, Meadville, Penn.
J A. COOPER, F. A. E.—Box 198, "

DIVISION No 44, ALTOONA, PA.—Meets the second and last Saturday evenings of the month, in Patton's Hall, Virginia street.
PHILLIP LOGAN, C. E.
Isaac Bell, F. A. E.,—Harrisburg, Pa., care of W. P Hughes.

DIVISION NO. 45, WEST PHILADELPHIA, PA—Meets every Saturday evening corner of Coats St and Pennsylvania Avenue.
GEORGE K. STEVENS, C. E.,—611 north 37th street, Mantua, Philadelphia Pa.
DELOS EVERETT, F. A E.,—611 north 37th street, Mantua, Philadelphia, Pa.

DIVISON 46, ALBANY, N. Y.—Meets every Monday evening, at their Hall, No. 51, Jackson st.
J. C. SCHEMERHORN, C. E.,—N. Y. R. R., West Albany, N. Y.
W. H. BOOTH, F.A. E.,—158 Lumber Street. Albany, N. Y.

DIVISION 47, HORNELLSVILLE, N. Y.—Meets Wednesday and Thursday evenings of each week alternately, at Engineers' Hall, corner Main and Church streets.
CHAS. N. ALLEN, C. E.,—Hornellsville,, N. Y.
MICHEAL CALAHAN, F. A. E., Hornellsville, N. Y.

DIVISION No. 48, St. Louis, MO.—Meets first and third Saturday evenings of each month, Summit Avenue, between Cooper street and Chonteau Avenue. Pacific R. R. Shop.
S. D. CAMPBELL, C. E.,—St. Louis, Missouri.
FRANK LEWIS, F. A. E.,—St. Louis, Mo.

DIVISION NO. 49, ST. LOUIS, ILLINOIS.
W. B. VERMILLION C E.—East St. Louis, Illinois,
BARNEY MCDONALD, F. A E "

DIVISION No. 50, PITTSBURGH, PA.—Meets every Sunday afternoon, at 2 p. m., Odd Fellows Hall, Penn street, Fifth Ward
H. B. JOHNSTON, No. 8, 21st street, 12th Ward, Pittsburgh, Pa.

DIV. NO. 51, PHILADELPHIA, PA.—Meets January 12th and 26th, February 9th and 23d, March 9th and 23d, April 9th and 20th, May 4th and 18th, June 1st, 15th and 29th, July 13th and 27th, August 10th and 24th, September 7th and 21st, October 5th and 19th, November 2d, 16th and 30th, December 7th and 21st, in Franklin Hose Co.'s Hall, corner of Broad and Fitzwater streets.
CHARLES G. FOX, C. E.,—No. 98 Gough St. Baltimore, M. D.
L. D. TUFTS, F. A. E.,—Box 1,617, Clement street, Philadelphia, Pa.

DIVISION NO. 52, BALTIMORE, MD.—Meets every alternate Sunday, corner Pennsylvania Avenue and Orchard Street, No. 51, at 2 o'clock, A. M. Members from sister Divisions, in good standing, are requested to meet with us when convenient.
John Macabee, C. E.,—No. 124 Preston St., Baltimore, M. D.
J. H. Stephens, F. A. E.,—No. 1 Chase Street, Baltimore, M. D.

DIV. No. 53, JERSEY CITY, N. J.—Meets first and third Friday evenings of each month, Odd Fellows' Hall, 49 Montgomery street.
JAMES R. SMITH, C. E.,—348 Mulberry St., Newark. New Jersey.
ALEXANDER JACOBUS, F. A. E.—Box 235, Jersey City, New Jersey.

DIV. No. 54, PORT JERVIS, N. J.—Meets Monday and Saturday evening, alternately, at Engineers' Hall, corner of Front and Sussex streets.
JOSEPH W. WEED, C. E.,—Box 56, Port Jarvis, N. Y.
J. M. COOKSON, F. A. E., Box 71, " "

DIV. No. 55, GRAFTON, W. VA.—Meets every Friday and Saturday evening alternately, at Jenkins' Hall, on Front street.
WILLIAM D. HARDIE, C. E.,—Grafton, West Va.
CHARLES T. LAWTON, F. A. E., " "

DIV. NO. 56, KEOKUK, IOWA.—Meets the second and fourth Saturday evenings of each month, in Patterson's block, Johnson street, between Second and Third.
W. WAKEFIELD, C. E.,—Box 492, Keokuk, Iowa.
JAMES LAMB, F. A. E., " "

DIV. No. 57, PROVIDENCE, R. I.—Meets first Monday and third Thursday evenings, of each mouth, on third floor, of 62 Waybosset street. Members in good standing are ressctfully invited to meet with us.
L. J. PATTAT, C. E.,—No. 18, Common street.
BENJAMIN HASKELL, F. A. E.,—No. 18, Sheldon St.

DIVISION No. 58, KINGSTON, PA.—Meets first Monday and third Tuesday evenings, at Masonic Hall.
JOHN H. SMITH, C. E.,—Box 711, Wilksbarrie, Pa.
LUTE WELCH, F. A. E., Box 82, Kingston, Pa.

DIVISION No. 59, GREENBUSH, N. Y.—Meets first and third Wednesdays of each month, Odd Fellows' Hall, corner of Ferry and Broadway sts. Visiting Brothers are invited to meet with us.
W. B. HORTON, C. E.,—Box 66, Greenbush, N. Y.
CHAS. MELIUS, F. A. E., " "

DIVISION No. 60, ROCK ISLAND, ILL.—Meets first Saturday and third Friday of each month, at their Hall, in the passenger depot, Davenport Iowa, at 6 p. m.
JOHN BUSWELL, C. E.,—Box 88, Davenport, Iowa, to whom all correspondence should be addressed.
CHAS. H. CARROLL, F. A. E., Davenport, Iowa.

DIVISION NO. 61, BOSTON, MASS.
G. H. SANDERSON, C. E.,—152 Albany street, Boston Massachusetts.
I. C. PINGREE, F. A. E.—East Cambridge, Mass.

DIVISION No 62, GALESBURG, ILL.—Meets in Odd Fellows Hall, every Saturday evening, at 7 p m.
JAS C NASH, C F.,—Box 448, Galesburg, Illinois.
ROBERT W. COLVILLE, F. A. E., Box 85, " "

DIVISION NO. 63, SPRINGFIELD, MASS.,—Meets in Sons of Temperance Hall, Room 18, Barnes Block.
G. F. SOLLACE, C. E.—No. 16 Main Street Springfield Mass.
Geo. G. BENJAMIN, F. A. E. Springfield, Mass.

DIVISION No. 64, WORCESTER, MASS.,—Meets the first Thursday and third Wednesday evenings of each month norner of Main and Front streets, room No. 1, at 7.30 P. M.
H. W. FENNER, C. E.

DIVISION No 65, CHILLICOTHE, OHIO.—Meets every Friday and Saturday evenings alternately.
W. W. HUNTSMAN, C. E.,—Chillicothe, Ohio.
S. E. MOSHER, F. A. E., " "

DIVISION NO. 66, PORTAGE CITY, WIS.
E. R. CRIPPEN, C. E., —Box 344, Portage City, Wis
G. T. THOMPSON, F. A. E., "

DIVISION No 67. DUNKIRK, NEW YORK.—Meet at their hall, in the Erie Railway Buildimg, on Front street, Dunkirk, N Y, every alternate Saturday evening, commencing Feb. 1st, 1868. Brothers from other divisions are cordially invited to visit and correspond.
J. C. HAGGETT, C. E.,—Box 466, Dunkirk, New York.
John Foss, F. A. E., Box 34, " "

DIVISION No. 68, LONDON, CANADA WEST.—THOMAS BROOK, C. E.—Wellington, st., London, Ontario.
THOMAS W. COX, F. A. E., Wellington st., London, Ontario.

DIVISION No. 69, ATLANTA, GA.—Meets every Friday evening, at 3 p. m., in No. 1 Fire Company's Hall on Broad street,
W. H. ANDERSON, C. E.,—Box 62, Atlanta, Ga.
F. M. BERRY, F. A. E. " "

PENN TREATY DIVISION No. 71.—Meets in Union League Hall, Frankford Road and York street, Kensington, Philadelphia, on the named dates: Jan. 7th, 12th, 21st, and 26; Feb. 4th, 9th, 18th, and 23d; March 3d, 8th, 17th, 22d, and 31st; April 5th, 14th, 19th, and 28th; May 3d, 12th, 17th, 26th, and 31; June 9th, 14th, 23d, and 28th; July 7th, 12th, 21st, and 26th; August 4th, 9th, 18th, and 28th; September 1st, 6th; 15th, 20th, and 29th, October 4th, 13th, 18th, and 27th; November 1st, 10th, 15th, 24th, and 29th; December 8th, 13th, 22d, and 27th. The members of the fraternity are cordially invited to meet with us.

ISAAC C. SHULTS, C. E.,—Camden, New Jersey.
Daniel H. Fowler, F. A. E.,—Box 564 York street, Philadelphia, Pa.

DIVISION NO. 72, AMBOY, Ill.
C. H. MARTIN C. E.,—Amboy, Illinois.
J. R. PATTERSON, F. A. E., "

DIV. No. 73, MADISON, WIS.—Meets first Wednesday and third Saturday of each month, in Odd Fellows' Hall. Members in good standing are respectfully invited to attend.

FRANK COLLINS, C. E., Prarie du Chein, Wisconsin.
ROBERT TOOMBS, F. A. E., Box 827, Claybourn street Wilwaukee, Wisconsin.

DIVISION No. 74, HARRISBURG, PA.—Meets in College Block, Third street, between Market and Walnut, every Saturday at 7½ a. m.

JOHN FRITCHEY, C. E.,—Box 160, Harrisburg, Pa.
E. N. JONES, F. A. E., " "

DIV. No. 75, READING PA.—Meets every Saturday evening, corner of Seventh and Penn streets, at 8 o'clock, p. m. Brothers give us a call; we are always on time. All communications addressed to

G. G. STEFFER, C. E.,—No. 743 Chestnut street Reading, Penn.
E. J. RAUCHE, F. A. E., Box 226, Reading, P. A.

DIVISION NO. 76, CATAWISSA, PA.
F. CURSIS STANLEY C. E.,—Box 31, Catawissa, Pa.
L. S. WOODBRIDGE, Box 63, "

DIVISION NO. 77, NEW HAVEN, CONN.,—Direct all correspondence to

SAMUEL P. RAND, C. E.,—No. 240, Crown st. New Haven, Ct.
HENRY C. KNAPP, F. A. E. No. 12 William street, New Haven, Ct.

DIVISION No 78, LOUISVILLE, KY.—Meets every Wednesday, at 1:30 p. m., in Good Templer's Hall, corner 9th and Broadway.

A R ELLIOTT, C. E.,—13th street between Broadway & Maple, Louisville, Ky.
J A SANFOR, F. A. E., Louisville, Ky.

DIVISION NO. 79, MALONE, NEW YORK.
W. H. GREY, C. E.,—To whom all communications must be addressed, Box 345, Malone, New York.
FRANCIS GUYETTE, " "

DIVISION NO. 80, MACON, GEORGIA.
JAMES BOONE, C. E., Macon, Ga.
G. A. MATHEWS, F. A. E.

DIV. No. 81, WYANDOTTE, KANSAS.—Meets second and fourth Saturday evenings of each month, in Sons of Temperance Hall, Nebraska Avenue, McGrewe's Block, between Second and Third streets.

FRANK WILSON, C. E.,—Wyandotte, Kansas.
R. H. WAUGH, F. A. E.,—Box 152, Lawrance, Kansas,

DIVISION No. 82, URICHVILLY, OHIO.—Meets every Wednesday evening at Boveg's Hall, between Front and Main, on Third Street.

GEORGE MCMULLEN, C. E.,—Box 152, Urichsville, O.
W. A. ANDERSON, F. A. E., " "

DIVISION NO. 83, SCHENECTADY, NEW YORK.
HENRY HARVEY, C. E.,—Box 669, Schenectady, N. Y.
ROBERT F. FREEMAN, F. A. E., " " "

DIVISION No. 84, RUTLAND, VERMONT.—Meets on the first and third Tuesdays of each month at old Masonic Hall, Merchants' Exchange, at 8 p. m. Members of the fraternity in good standing are cordially invited to meet with us.

CHARLES B. DAVIS, C. E., Bellows Falls, Vermont.
Wm. B. THRALL, F. A. E.,—Box 177, Rutland, Vt.

DIVISION NO. 85, ST. ALBANS, VERMONT.
R. M GREY, C. E.,
L. B. GREENE, F. A. E.,—Box 65, St. Albans, Vt.

DIVISION NO. 86, ST. CHARLES, MISSOURI.
CHARLES HALLIDAY, C. E.,—Box 403, St. Charles M. O.
D. W. TUPPER, F. A. E., " "

DIVISION No. 87, TROY, NEW YORK.—Meets every first and third Wednesday, at Druid's Hall, 333 River street. Visiting brothers are respectfully invited to attend.

S. F. GREGORY C. E.—Box 168, Troy New York.
JOHN E. FARRELL, F. A. E. " " "

DIVISION NO. 88, GRAND ISLAND, NEB.
WARREN FLOYD, C. E.,—Grand Island, Neb.
A. F. WILKINS, F. A. E. " "

DIVISION NO. 89, POINT ST. CHARLES, ONTARIO, C. W.

HENRY MAYO, C. E.,—Box 59, Point St. Charles, Ontario, C. W.
ADOLPHUS DAVIS, F. A. E.,—St. Johns, Prov. of Quebeck, C. E.

DIVISION NO. 90, POTTSVILLE, PA.
EDWARD MORRIS, C. E.,—Box 534, Pottsville, Penn.
ISAAC DELONG, F. A. E., " " "

HUNTSVILLE, ALA., DIVISION NO. 91,—Meets the third Saturday of every month in the third story Moores Block, opposite the Court House.

A. P. WHITTIEAR, C. E.,—Huntsville, Alabama.
JOHN GLENN, F. A. E., " "

DIVISION No. 92, PEORIA, ILL.—Meets first and and third Sunday evenings, of each month, at the Good Templar's Hall, corner of Adam's and Main sts. Members in good standing are respectfully invited to meet with us.

H. H. BROADIE, C. E.,—Box 35, Galesburg, Illinois.
JOSEPH CLOUGH, F. A. E.,—Box 1341, Peoria, "

JACKSON, TENN, DIVISION NO. 93.
R. GOODWIN, C. E.,—Jackson, Tenn.

Mt. SAVAGE DIVISION, NO. 94, MD—Meets the first and third Mondays of each month, Odds Fellows Hall. Brothers in good standing are invited to visit us.

CHARLES A. HOUSTON, C. E.,—Mount Savage, M. D.
CHARLES MALSBERGER, F. A. E., " "

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No. 5 Plain, - - - - -	**3.00**
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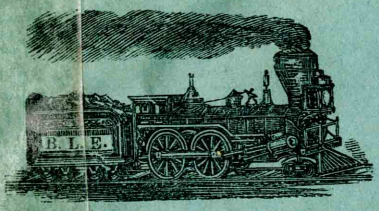

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THE

LOCOMOTIVE ENGINEERS'

MONTHLY JOURNAL.

Vol. 3. *August, 1869.* *No. 8.*

SMOKE—WHAT MAKES IT, AND HOW TO PREVENT IT.

The Pittsburgh *Commercial*, in discussing the smoke nuisance, so remarkable in that city, says :

Firing is an art unknown to the mass of our manufacturers even. If our fuel cost us eight or twelve dollars a ton, perhaps they would master the art—as it is, the smoke masters every body and every thing. It is about the only thing that is dirt cheap with us. And yet it is not so cheap as it would appear at first sight. An invention that would save thirty per cent. in the item of fuel would insure a saving of $1,000,000 per annum to our iron men alone, even in the dullest season. It would be difficult to estimate the actual loss we incur, as a community, in the matter of fuel, simply through lack of a knowledge of the art of firing. But the evil does not stop here. The gases which should be consumed in the furnace pass off in the form of smoke that costs us a vast amount of time and labor, to say nothing of the annoyance. It creates an unfavorable impression in the minds of strangers, and, worst of all, frequently deters capital and skilled labor from locating among us. In a word, it is injurious in every way, and is in no single respect beneficial. Hence, everything that will prevent it will be viewed in the light of a public blessing. The question has two sides to it—a scientific and social side, either of which is sufficient to interest every intelligent person in the community. Socially we want to get rid of what has become an intolerable nuisance. The scientific phase turns on the economy of labor and fuel.

HOW SMOKE IS CREATED.

In the combustion of bituminous coal, the great agent employed to generate steam in our workshops, a number of volatile gases are emitted, which, either owing to ignorance on the part of the fireman, or the construction of the furnace, or both, are wasted. It is a well known fact that oxygen is the vital part of the

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atmosphere, and the supporter of combustion. Ordinary combustion is nothing more than rapid oxidation, and all combustible substances derive their power of burning in the open air from their affinity for oxygen. It has been asserted, moreover, that the combustible gases give out heat in proportion to the oxygen they consume, and there can be no doubt of the correctness of the principle as applied to furnaces. Atmospheric air, under unfavorable circumstances, contains eleven per cent. of oxygen, and under the most favorable, twenty-one per cent. Here we have an explanation of the bright fires of December, as contrasted with those of July and August. The result of combustion depends upon the proportion of oxygen supplied. Our soot and smoke is frequently the result of a deficiency of air, or, in other words, owing to a lack or proper distribution of oxygen, those gases which should be consumed in the furnace escape in the form of smoke and soot.

HOW TO PREVENT SMOKE.

One of the ablest engineers in England, in a report delivered recently to the Home Secretary upon this subject, said that "he spoke from his own experience when he said that nine-tenths of the black smoke now poured forth from man ufactories and engines was sheer waste, and might easily be prevented." He argued that although it was a matter, in the first instance, of proper boiler construction and of plenty of boiler room, "the most important feature of the question was proper stoking." The evil began and ended with firing. The correctness of these ideas will not be disputed by any one familiar with the subject. We have frequently had occasion to remark the practice, common among ignorant firemen or stokers, of piling shoveful after shovelful of coal upon each other, making one consume the other without benefit. This evil is not confined to Pittsburgh—it is universal, but, owing to the number and crowded condition of our workshops, and the character of our fuel, it is more noticeable with us. We remember when a "good fireman" on the river was pointed out as the man who could make the most steam, without taking in account the quantity of fuel consumed in the process. A well conducted railway company pursues a different method. Let any one walk through the Round-house at the outer depot, and examine the reports of the various locomotives, and he will perceive that the engineer and fireman who accomplish the most with a given amount of fuel obtain the most praise. We presume, however, that nothing short of a smoke inspector would compel the bulk of our citizens to pattern after the Pennsylvania Railway Company in this commendable method. Generally speaking, any man who has strength sufficient to wield a shovel, and wit enough to keep sober, will do for a fireman. We have seen one of these, called an excellent fireman, set aside by a man who understood the art, and produced more steam with two-thirds of the labor. Having built his fire to the proper height, instead of cramming fresh fuel in in such a manner as to keep it black, or in a fitful blaze, he managed, with comparatively little exertion, to keep it red. The result was, the decrease of smoke was as remarkable as the saving of fuel. We argue from this that one of the first steps toward the prevention of smoke in this city, and the saving of fuel, would be secured simply by placing a premium upon firemen who understand their business, and make it a study. But there is another and a surer way of securing this object, and one which, in the end, would be found the cheapest. The smoke nuisance may be suppressed by smoke consumers. In France and England, where, owing to the passage of laws for the the prevention of smoke, the smoke producers have been compelled to expend large sums of money in introducing various plans for its prevention, their efforts have been moderately successful. It is fair to presume that were our citizens to pursue a similar course, the volatile gases, which are now wasted in the combustion of our coal, would be speedily utilized.

Mr. Stamm, a worthy young mechanic of this city, has devoted con siderable study to the subject we have discussing. He has constructed a furnace which saves nearly, if not quite, fifty per cent. of fuel, and from which little or no smoke escapes. Mr. Stamm's method may be summed up briefly as follows: In order to secure a large per centage of oxygen, he has constructed two inclined air chambers in the walls of the furnace, which communicate with a hollow wall in the rear end of the furnace, with hollow grate bars, a hollow sleeper and a hollow fire front. In the bottom of the air chambers he places a pan near the front of the furnace, on the extreme end of which he introduces a stream of water, heated to a moderate temperature by the waste heat of the air chamber. As the heat of the furnace augments, the air in the chambers expands in the same ratio, creating a draft towards the rear end. The oxygen in the water rendered volatile by the heat, is swept to the rear end of the air chambers, through the hollow fire walls, sleeper grate-bars and fire-front, and is finally discharged in the furnace in opposite directions through short tubes located in the inner side of the fire-front, and in the hollow fire wall, thus producing a counter current, which absorbs the bituminous gases and renders their combustion complete. Should Mr. Stamm succeed in his object, a saving of at least fifty per cent. in fuel will be secured. We have observed the operations of his furnace on several occasions, when it produced but a small per centage of smoke, although fired with green slack by a mere lad.

The cost of the furnace constructed by Mr. Stamm is trifling com-

pared with the results secured. Whether the invention is viewed by those competent to decide upon its merits as a lasting improvement, or not, we trust it may induce others to apply themselves to the study of ways and means whereby the waste gases which escape from our furnaces may be utilized at an early day.

SUNDAY RAILROAD WORK.

FORT WAYNE, August, 1869.

We have been kindly furnished, by the Rev. Geo. O. Little, Pastor of the Second Presbyterian Church of Fort Wayne, with a report of the Sabbath Committee of New York City, in regard to Sunday railroad work.

We cheerfully give such extracts as we think will most interest our readers; and we cannot forbear to remark that the engineers on all roads where Sunday work is performed, are personally interested and affected by this Sunday work, and we think that they could exert a vast influence upon the managers by respectfully petitioning that the Sunday work be abolished.

Formerly it has been said that railroad men were better off at work Sunday than to be idle, as the custom was to spend the day in drinking, and I am sorry to say, in many cases, rioting. But a great change has come over all classes of railroad employees within the last few years. And now we think it can be safely said that no class of our citizens would enjoy Sunday, as a day of rest, and respect the various religious observances on that day, with more reverance than our railroad men.

There is no doubt but that the system of pay has had its influence, to some extent, in determining the Sunday running. Many companies pay by the month, and the pay is the same whether the men work or not. I presume that the report of the gentleman, where he says that Sunday trains are profitable, is on a road where the employees do not receive any extra compensation for Sunday work.

If the question is to be settled in a religious point of view, then every church should ex-communicate every railroad President, Director, stockholder and official who allows, by his consent, any employee to work on his road on Sunday, as the salvation of one man's *soul* is worth more than all the railroads in the country; and no consistent christian can expect to get to heaven himself while he is the direct cause of sending many a poor man to *hell*.

The whole question turns on the simple point: whether it is a sin to work on Sunday or not. If it is decided to be a sin, then those who compel their servants to commit this sin are the guilty parties, and as soon as our ministers place the responsibility where it belongs, and show the impossibility of those who are the authors of this sin to enter heaven, this Sunday work will stop.

We will only add that the responsibility of the Sunday work on our railroads rests entirely with the owners, as we do not believe one employee can be found who will vote to work on that day.

We ask a careful perusal of the following report, and hope we may receive suggestions in regard to the most effective way to prevent this Sunday work on our railroads:

REPORT.

Railroads are pioneers of modern civilization. Within a generation, they have wrought a silent revolution in society. They do more, than any other single agency, for the development of the material resources of the country. They have vastly increased travel and commerce, and given wings to the exchange of ideas. They are the great highways of the millions, and bring the ends of this broad land within a few days' journey. They transport population to the virgin soil of the far West, causing towns and cities to spring up in the wilderness as by magic, and bring back the products of the forest and the prairie and the precious ore of the mountains to the seaports. They will soon bind the Atlantic and the Pacific coasts together with the strongest ties, and at no distant day will carry the merchandise of Europe to Asia, and of Asia to Europe across this middle continent, thus making it the bridge of the world.

The moral influence of railroads, with hundreds of millions of capital at their disposal, with tens of thousands of our population in their employment, and with the entire traveling community intrusted to their care, is beyond calculation. They are real benefactors of the race, extending commerce, increasing wealth and comfort, and spreading the blessings of civilization and religion in every direction. But they may also be great demoralizers, if they encourage and facilitate the diffusion of a corrupt and debasing literature, trample upon the rights of the community to a quiet day for rest and worship, and train the multitude of employees and the population along their lines of communication into habits of disregard of the duties and privileges of religion.

It is especially the relation of railroads to Sunday observance, which brings them into immediate contact with the highest moral interests of the country.

It is to this point that the New York Sabbath Committee, soon after their organization, directed their earnest attention. Their second public document, issued in 1858, discussed the relations of railroads to a proper observance of the Sabbath, with special reference to New York.

But the rapid progress of the railroad system since that time calls for a new document, adapted to the present condition of things.

CIRCULAR TO THE PRESIDENTS OF RAILROAD COMPANIES.

The Committee, therefore, during last summer, in order to secure a reliable basis of official information, issued the following circular letter

to the managers of all the railroad companies in the United States:

"*Dear Sir:* The New York Sabbath Committee, in 1858, collected much valuable information in regard to Sunday trains and Sunday work on the railroads diverging from the city of New York.

"The officers addressed upon the subject, appreciating the design of the Committee, furnished with promptness and courtesy important statistics and statements in regard to their respective roads. The information then obtained was published in a pamphlet, and was received by the managers of railroads, and the public generally, with much interest.

"The Committee now desire to extend their investigations to the leading railroads throughout the country, and they take the liberty of respectfully soliciting information upon the points named on another page, which please return with your answer in regard to the road with which you are connected.

"The Committee feel less hesitation in asking for this information from those officially connected with the management of the roads; for they have almost invariably found on their part an earnest desire to reduce Sunday trains and abridge Sunday work.

"The general order of President Lincoln to the army and navy, during the late war, commanding that 'Sunday labor in the army and navy be reduced to the measure of strict necessity,' fairly presents the general sentiment of the nation in regard to unnecessary labor on the Lord's Day.

"It is in the spirit of kindness, and with the desire to aid the managers of railroads in efforts to prevent unnecessary work on the Sabbath, and thereby to promote the welfare of the community, that the Committee ask for this information.

"Very respectfully yours,

"NORMAN WHITE, Chairman.

"1. What is the number of passenger trains which pass over your road on Sundays?

"2. What is the number of Sunday freight and cattle trains?

"3. What number of men have to work a part or the whole of that day in consequence of Sunday trains?

"4. What number of men work on Sunday, either in the machine-shops or repairing the road?

"5. Are Sunday trains a source of profit to your company?

"6. Any additional information and suggestions on this general subject which you may be kind enough to communicate will be gratefully received."

The circular was promptly answered by a hundred and twenty-four companies. The Committee are happy to state that their benevolent motives were so generally appreciated, and would express publicly their thanks for the valuable information received from those who are most competent to give it.

It is in the same spirit of courtesy and kindness which prompted the circular, that the Committee now lay the result of their inquiry before the public.

THE EXTENT OF SUNDAY TRAVEL AND SUNDAY WORK ON 124 RAILROADS IN THE UNITED STATES.

No. of companies which run *no* Sunday passenger or freight and cattle trains	65
No. of companies which *run* Sunday passenger or freight and cattle trains	59
No. of Sunday passenger trains run by these 59 companies	177
No. of Sunday freight and cattle trains run by the above companies	42
No. of men employed on Sundays	1106

This estimate of the number of men employed on Sundays is very far below the actual fact, since many companies left this question unanswered, or stated that they could not answer it with any degree of accuracy. One railroad officer estimates the total number of men employed in the United States on Sunday railroad work at 30,000. In our large cities, thousands of men are employed in running the horse-cars, and are deprived of their weekly rest and the privileges of worship, to the serious injury of their efficiency, not to speak of the effect upon their moral character and the welfare of their families.

This information is necessarily imperfect, and a careful examination of railroad guides and time-tables for the current year has convinced us that it is next to impossible to get full and accurate statistics of Sunday work on all the railroads.

SUNDAY TRAINS OF NEW YORK RAILROADS.

As regards Sunday trains of railroads diverging from and leading into the city of New York and its immediate neighborhood, the following facts have been ascertained from letters of the managers and from the latest time-tables of the various companies, issued in summer and autumn, 1868:

Morris & Essex Railroad runs 1 Sunday train—1 milk and freight train after 6 p. m., but no passenger train.

The total number of daily trains during the week is 16, exclusive of several local trains to Newark.

Central Railroad of New Jersey, 5 Sunday trains—2 express trains eastward, 1 express train westward, 1 milk train eastward, and 1 freight and cattle train.

The total number of local and through trains going and coming on week days is 64 per day.

Hudson River Railroad, 4 Sunday trains—1 express train north, and 2 express trains and 1 milk and passenger train south.

The total number of local and through trains on every week day is 34.

New York & Harlem Railroad, 16 Sunday trains—7 passenger trains, mostly local, going north, and 7 passenger trains going south, and 1 milk train each way.

The total number of local and through trains on every week day 33.

New York and New Haven Railroad, 1 Sunday train—mail train, with passenger cars attached.

The total number of local and through trains on week days is 22.

New Jersey Railroad and Transportation Company, (extending from Jersey City to New Brunswick), 4 Sunday trains—for Philadelphia and Washington, leaving and arriving.

Number of trains in the week, 20 per day, exclusive of local trains.

Camden & Amboy Railroad, 5 Sunday trains.

The number of week day trains is 16 per day.

New York & Erie Railroad, 13 Sunday trains—3 through trains, (1 eastward and 2 westward,) and 7 trains going and returning from New York to Port Jervis, (3 from New York and 4 from Port Jervis), and 3 extra Paterson trains.

The total number of local and through trains on week days is 28 per day.

Long Island Railroad, 2 Sunday trains.

The number of week day trains is 10 per day.

Brooklyn Central and Jamaica Railroad, 12 Sunday trains.

The number of week day trains is 16 per day.

ARE SUNDAY TRAINS PROFITABLE?

The question whether Sunday trains are a source of profit was answered by 16 companies in the affirmative, by 38 in the negative; the rest left it unnoticed.

We present the following extracts of answers, which speak for themselves, and may aid the reader in forming his own judgment. As compared with the great moral interests at stake, the question of profitableness is, after all, of minor importance, and no amount of gain could compensate for injury done to the morals of the community.

The General Superintendent of the Morris & Essex Railroad (N. J.) writes: "I can only suggest that Sunday work, as a rule, does not pay."

The Boston & Providence Railroad: "Secular work on Sunday is profitable to nobody—corporations or individuals."

The Cleveland, Toledo & Erie Railroad: "Sunday trains are run at a loss, except as we are forced to run them in consequence of competing lines doing it."

The St. Paul & Pacific Railroad, (First Division:) "What shall it profit a man if he gain the whole world and lose his own soul?"

The Hartford & New Haven Railroad: "The Sunday night train is moderately profitable."

The Indianapolis, Peru & Chicago Railroad: "They would not be a source of profit on the road of this company."

The Lake Shore Railroad, (Erie to Toledo:) "They are a necessity, to maintain and hold the business of the other six days, but are curtailed and checked as far as possible."

The Little Miami, Columbus & Xenia Railroads: "As a general rule not; but have no doubt that Sunday trains running from and to populous cities yield a largely increased annual income."

The Missouri Valley Railroad: "Sunday trains yield a larger revenue than any we run."

The Mobile & Ohio Railroad: "It is impossible to separate the business of Sunday from the general business."

The Nashville & Decatur Railroad: "Regard them as unprofitable to the company and demoralizing to the employees."

The North-Eastern Railroad: "Yes, because if not run an injury and loss would result from an unavoidable diversion of the travel."

The Northern Railroad, Boston: "Do not think it profitable for the company nor good for the community or the employees to work or run trains on Sundays."

The Philadelphia & Erie Railroad: "Passenger trains are not profitable, but freight trains pay very well."

The Rome, Watertown & Ogdensburg Railroad: "Never can be to any road, for both men and machinery need a day of rest."

The Shore Line Railroad, (New Haven, New London and Stonington,) running but one train, thinks "it profitable; but would not run it if not compelled by competition with other roads."

The Virginia Central Railroad: "Sunday trains are discontinued from the belief, on the part of the managers, that they added nothing to the net revenue; on the contrary, that they were run at a loss."

The New York & New Haven Railroad: "No; may possibly pay expenses."

It may be remarked that in the New England States very few Sunday trains are run, and yet the New England railroad companies are among the most prosperous in the country, and suffer least from accidents.

The experience of the English railway system in regard to profitableness of Sunday trains is stated in the following extract from a letter of the Secretary of the "Working Men's Lord's Day Rest Association" in London, to the Secretary of the New York Sabbath Committee, dated 26th August, 1868:

"Respecting your inquiries allow me to reply:

"1. That we have no railways from London which do not run Sunday trains.

"2. The London & Northwestern, the Great Northern, and the Midland Railways run but very few Sunday trains, and they are amongst our best paying lines.

"3. On the other hand, the North London, and the Metropolitan Railways, which run an immense number of Sunday trains, also pay a good dividend.

"4. Some of the lines which encourage Sunday traffic, such as Lon-

don, Chatham & Dover Great Western, are in a very bad condition."

As a rule, we may safely infer that Sunday trains are, directly or indirectly, unprofitable.

EXTRACTS FROM LETTERS OF RAILROAD MANAGERS AVERSE TO SUNDAY TRAINS.

In addition to the statistical information in answer to the several qestions proposed, forty-four letters were received from American Railroad Presidents and Superintendents, which discountenance all Sunday work on railroads beyond what is required by imperative necessity. We give extracts from several of them, which embody the experience and wisdom of practical railroad managers, and should have great weight on this subject:

Colonel George A. Merril, Superintendent of Rutland, Burlington & Vermont Valley Railroad, writes: "Many years' experience and observation more and more convince me, as a railroad man, that even in an economic view there is no more profitable rule for us to follow than 'Remember the Sabbath day to keep it holy.'"

J. P. Farley, Superintendent of Dubuque & Sioux City & Dubuque South-western Railroad: "From experience I know that laborers, mechanics, managers, etc., will do more work, and do it better, in six days than in seven. Further, if we habitually ask our men to break God's law by a desecration of the Sabbath, it will not be long before they will break His law in other respects by defrauding, etc."

S. Ruth, Superintendent of Richmond, Fredericksburg & Potomac Railroad: "I have long been of the opinion that it is to the interest of the railroad and steamboat companies to suspend operations on the Sabbath, as it demoralizes the men and makes them reckless, and is the cause of many accidents. I believe railroad companies would be much more prosperous if Sunday running was entirely suspended, as I believe there is a Providence for good in the observance of the Sabbath. I suppose there are employed on the railroads in the United States, in whole or in part, on the Sabbath 30,000 men. The best plan, probably, would be to bring to the notice of the stockholders and directors the great evil, as well as the pecuniary loss of Sunday running. It would not only cause a great moral reformation among railroad men, but in the nation generally."

R. B. Dunn, President of Maine Central Railroad: "I am pleased to learn that you are doing so much good, as I know you must be, while engaged in this noble work of abridging the labor of employees on the railroads on the Sabbath. Heaven bless you in this great work."

E. G. Barney, Superintendent of Selma, Rome & Dalton Railroad: "In nearly thirty years' experience on Western and Southern railroads, I have never found it necessary to run Sunday trains except where

connecting or competing lines rendered it so. I think men perform more work in six days, resting every seventh, than when they are worked every day. I also think men are more reliable and trustworthy on roads where the Sabbath is observed than where the 'day of rest' is ignored."

F. McLeod, President of Florida, Atlantic & Gulf Railroad: "I feel that an invidual cannot violate the Sabbath with impunity, neither can a corporation; and nations alike are responsible for a wanton desecration of the Sabbath day. I do most heartily concur with you, gentlemen, in your efforts for a strict observance of the Lord's Day."

Hon. Abraham Murdock, President of Mobile & Ohio Railroad: * * * "There is no question relating to the management of railroads in which a greater interest is taken by me, and I am free to confess that I do not believe the running of Sunday trains is profitable to the company, and that it is a positive violation of divine law none can doubt."

L. J. Fleming, the Superintendent and Chief Engineer of the same road, adds: * * * "My experience, extending through a third of a century, in the management of railroads, is that cessation of labor on Sunday produces a good moral effect upon the employees and laborers."

W. W. Card, Superintendent of Pittsburg, Cincinnati & St. Louis Railroad: * * * "In my opinion, Sunday trains and Sunday work of all kinds should be discouraged. It is demoralizing, and men engaged six days of the week need Sunday for rest."

E. B. Phillips, President of Michigan Southern & Northern Indiana Railroad: "We are satisfied that (leaving all moral considerations out of the question) it is for the interest of the company to allow our employees the rest of the Sabbath. It is our intention to reduce our Sunday service to the *lowest possible amount*. On a road so long as this, it is not practicable to omit it altogether; should most heartily rejoice if we could do so."

J. Durand, General Superintendent of Little Miami, Columbus & Xenia Railroads: "It is, in my judgment, gravely to be feared that the want of cessation from labor on the canals, railroads, and steamboat lines of the country on the Sabbath has a tendency to degrade the tone of morals in the community; yet less censure can attach to those men who are compelled to labor for their daily bread than to owners and employers, who require the service to be performed."

E. F. Drake, President of Minnesota Valley Railroad: "As a general rule, men of good morals, and particularly men of any religious character, who would take employment which would require the habitual violation of the Sabbath, would prove unfaithful and unreliable servants. Those who may disregard the Sabbath as a divine institution

will admit that in all business matters and employments 'the rest' of the seventh day is needful for the mental, moral, and physical necessities of man."

Frederick Watts, President of Cumberland Valley Railroad: "Several years ago, under a contract with the Government to carry the mails, our company ran passenger trains on Sunday. For the last ten years all work on our road and in our shops has been prohibited; and my experience is, that nothing more highly conduces to the health and working powers of the employees than their rest from labor on Sunday. And in my judgment, there is a corresponding advantage to the company itself."

A. Stone, Jr., President of Cleveland, Toledo & Erie Railroad: "It will give me the greatest satisfaction to stop running trains on Sunday, and we would do so when our competitors will do the same; but we should suffer greatly in our interests to stop them while our competitors run them."

E. Gest, President of Cincinnati & Zanesville Railroad: * * * "Railroad managers and employees are like other people: prefer to do their work in fewest days possible, therefore don't work Sundays if they can get clear of it."

W. Blythe, Superintendent of Alexandria, Loudoun & Hampshire Railroad: "We take pleasure in answering that this company has never run a Sunday train. Our people have no desire for them; nor can we see any advantage in or necessity for running them. There is not one in ten thousand of those who travel on the Lord's Day who could not as well arrange to go on Saturday or Monday."

Robert Harris, General Superintendent of Chicago, Burlington & Quincy Railroad: "Apart from the religious view of avoiding work on Sunday, we are convinced that a relief from the necessity of working and watching lengthens our lives and makes them more useful and valuable; and that it is no hardship upon any one to force them to tarry on their journey that day."

* * * * *

The discipline of a railroad requires a day of rest for the employes. Prompt, implicit obedience, forethought, conscientious fidelity, undeviating honesty, are essential requisites on the part of station-masters, conductors, engineers, and all parties employed on our thoroughfares. How many trains have been smashed, and how many lives lost, by an unauthorized change of five minutes in the time-table, or by the careless manipulation of a switch? But how can men be expected to regard scrupulously the rights of others, when their own right to a seventh part of time for physical, intellectual and moral improvement is denied to them? What basis is there for a nice sense of responsibility when the moral law is practically ignored? Or how can a rigid obedience to the laws of a corporation be expected, when the example

of disobedience to a divine requirement on the part of the corporation itself is habitual and conscious? What security can there be for the honesty of the employes who violate the Sabbath, or what certainty that the gains of Sunday are not filched from the earnings of other days? ("I should never doubt the honesty," says, Judge McLean, "of a man who, from principle, keeps the Sabbath day holy.") Or how can the powers be fresh and vigorous, so as to meet the constant emergencies of a perilous service, when they are overtasked, and the opportunities are denied for recuperation required by the laws of being and the commandment of Heaven?

CONCLUSION.

We respectfully submit the foregoing facts and arguments to the earnest and careful consideration of managers and stockholders of railroad and steamboat companies, and to the public generally. We urge them in all courtesy and kindness to use their influence wisely and strongly in favor of Sabbath observance, and to see that Sunday trains and Sunday work on our national thoroughfares be confined to the limits of strict necessity. Let no uncertain prospect of wordly gain override the paramount claims of conscience, of virtue, and religion. Let us remember that a high regard for the Lord's Day has been one of the most characteristic and honorable distinctions of the American people from the first settlements of New England, New York and Virginia, that it has been a good training school for self-government, and that it will do much to secure the purity and happiness of our families, the prosperity of our churches, and the stability of our republican institutions.

No one can calculate the happy moral effect of a combined effort on the part of all our railroad companies to observe a law of God which is founded in the physical and moral necessities of our nature, and is fraught with such signal blessings to nations as well as individuals. What a sublime spectacle would this nation present to the world, if on each returning Sabbath day our great thoroughfares from the hills of New England to the plains of the South, and from the cities of the Atlantic to the shores of the Pacific, by cessation from all unnecessary labor, would proclaim the reverence of the freest people on earth for the eternal laws of the God of nations, and invite the population along their lines of communication to rejoice in the blessed day of rest and preparation for a higher and better world!

NORMAN WHITE,
Chairman Sabbath Committee.

A New England paper says: "Erratum. In our paragraph yesterday concerning thirteen ministers who had been spanked in their infancy, for *spanked* read *sprinkled.*

WHAT'S the difference between an overcoat and a baby? An overcoat is what you wear (were,) and a baby is what you was.

TO ALL MEMBERS OF THE BROTHERHOOD.

FORT WAYNE, August, 1869.

Brothers: The time draws near for our next annual meeting, and I feel it my duty to address a few words to you in regard to selecting delegates to attend that convention.

Every delegate should be selected with the sole view to elect the best men we have as delegates—men who are not only qualified to perform the duties of a delegate, but who are qualified and worthy to fill any office in the G. I. D. It is from the delegates that the officers must be selected; and every Sub-Division should feel the responsibility resting on them that their endorsement of a member by electing him a delegate, should be a recommend, beyond any possibility of mistake, that the Brother is worthy to fill any office in the G. I. D.

It is impossible for the delegates to investigate the qualifications or reliability of one another during the short period they are together, and they have a right to expect to find all well qualified and perfectly reliable. If the Sub-Divisions take a proper view of this matter, they will see that, in the end, they must assume all the responsibility; and I repeat that no personal favoritism, or being connected with other societies, or for any consideration except *reliability*, and familiarity with the wants of the members, together with ample ability to advocate and maintain that which is for the interests and welfare of the Brotherhood, should influence the selection.

Our Constitution prohibits any religious or political discussions in our meetings, and all members are assured, before they join, that there is nothing in our rules that will conflict with religious or political opinions, or with that duty we owe to our families. This point was more strongly argued than any other, at the formation of our first constitution. It was said that all national organizations had split on either politics or religion, and if it was possible, we would guard against such a calamity in the history of our organization. We organized as an International body, and promised, in our declaration of principles and objects, to devote our efforts to elevating our standing as locomotive engineers and our characters as men. This being the agreement and understanding from the commencement, that our efforts were entirely and solely for the benefit of locomotive engineers, then it certainly should prevent any favoritism except as men of *ability*, in our profession, and men of unimpeachable *character*.

All must admit that friendships are formed, and grow, by association . and a church man will have a friendship for his Brother in his particular church. The same is true in regard to Odd Fellows, Masons, Temperance Societies, politicians, &c. If we could obtain enough engineers out of any particular church or other society, to supply the demand, then perhaps it would be pleasanter to have only those for our members; but such a plan would be both impossible and foolish, and we, like sensible men, must take society as it exists, respecting every man's opinion so long as he does not interfere with our personal rights or the public good.

A member may say that a church man is more reliable, and for that reason he could not vote for a member that did not belong to a church, for a delegate. Another may say that a total abstinence man is much the most reliable, and so on through all the societies and professions in existence.

The answer to these exclusive objections, is in the fact that it is utterly impossible to hold our society together if we undertake to favor any sect or society except our own. And it was with this view that our Constitution was formed; and the member who cannot throw aside all personal or fraternal ties formed outside of the Brotherhood, and judge his Brothers solely on their merits as Brotherhood men, is not a proper person to remain a member, and does not conform to the principles set forth in the Constitution.

The standing, and benefits to our members, derived from the Brotherhood, should depend on the recommend the Brother is able to present from his Division as an *engineer*, possessing ability and standing in that particular calling. If you meet a strange Brother, and he is able to show the utmost proficiency in the requirements of all other societies, it is no evidence that he is a good engineer. What we, as a society, want, is a card or credential that will show, beyond any mistake, the standing and ability of the person presenting it; and all our work should be devoted entirely to develop the ability of our members, as locomotive engineers.

Suppose you meet a stranger who claims to be an engineer, and you find, in conversation, that he belongs to your church, and to various other societies of which you are also a member. Well, you talk over matters in regard to all these organizations, and find your friend well posted in all the requirements of these societies, and you take him to your Master Mechanic and introduce him as an engineer who is looking for work, and recommend him as being competent. The Master Mechanic gives him a job on your recommendation, and sends him out on the road, when it is found that he has very little ability as an engineer. The Master Mechanic is justly offended, and calls you to account for introducing and recommending a man who had proved himself incompetent as an engineer. You reply that he is a church man, a Mason, a temperance man, &c., and you supposed he was all right. Now, any one can easily see that you have made a fatal mistake, and you will have to wait many years before you can regain the confidence of your Master Mechanic.

What your Master Mechanic wants

to know, is, whether the person you introduce is a first-class engineer or not; and to make this point sure beyond a mistake, is one of the great objects of our organization. Accomplishments and virtues acquired by being a member of other societies, are worthy of consideration in valuing the man, but they are no evidence of ability as an engineer. And, as I have already stated, a Brother should be very careful in allowing his sympathies to interfere in the least with his duty as a member of the Brotherhood.

Our traveling cards are endorsed with a view to convey, in a measure, the amount of experience and ability the person presenting one possesses, and if all Divisions would only give cards to those who are every way worthy, we should soon secure for our cards a *reliability* and *respect* that would be of immense advantage to all those who have occasion to travel or seek employment.

I hope each Division will duly consider this subject, and try and make selections that will be creditable to them and an honor to the Grand International Division.

I recommend that at least two weeks' notice be given in each Sub-Division of the time appointed for the election of a delegate; and I hope every member of the Brotherhood will feel a personal responsibility in the election of one of the best men they have in their Division to the responsible position of a delegate to the G. I. D.

Assuring all my Brothers of the high hopes I still entertain for the complete success of our organization, I remain with great respect,

Yours fraternally,

CHAS. WILSON, G. C. E.

ALBANY, June 30, 1869.

Brother Wilson—In looking over the columns of the last JOURNAL, I see that your trip South has done a great deal of good, in waking up some of our fellow-craftsmen and inducing them to join us in the good wook of endeavoring to furnish railroad companies and the traveling public with first-class, reliable engineers. I hope we will soon have in our organization every locomotive engineer of good moral character and the requisite amount of experience; and we don't want any other.

Some outsider might ask "What personal benefit are any of the members of your Brotherhood deriving from the organization?" and "What proof have you that your labors are appreciated by the parties most interested?"—*i. e.*, the stockholders and directors of our railroads. To all those who ask for information, and wish to be enlightened on the subject, I would say: We feel that we are watched, and it puts us on our guard, lest we do or say something that will bring censure upon us, and consequently it acts as a check upon our movements; and as a horse, who is checked up close for a long time, learns to hold his head up without the curb, so, in time, we will all learn to hold our heads up,

and be honest, upright men, without feeling that our freedom of action is interfered with at all. Another thing, our Division rooms furnish us with a good place, where we can learn to transact business in a business manner, and exchange views and sentiments on subjects in which we are all most vitally interested, thus gradually preparing ourselves to accept higher and more important positions, should we ever be called upon to fill them.

Again: Every Brother feels that, as long as he conducts himself properly, and takes good care of the property entrusted to his charge, he is secure in his position, and need not be afraid that some other engineer is trying to get his job away from him, or that when there is a change in Master Mechanics there will also be a change in engineers, the new boss bringing with him a lot of new men to take all the best positions, because we all feel that in being just to others we are also just to ourselves.

And again, every Brother feels that he is not alone in the world, but that there are others who will sympathize with him in time of trouble and affliction, and will espouse his cause when he is right, extend to him a helping hand, and furnish him, if necessary, with more material assistance than mere words of advice and consolation. So much for ourselves.

Now for the other question, as to how we know our efforts are appreciated, &c.: We have it from the parties themselves. I will give you an instance right at home: Last winter, when the engineers on the New York Central Railroad asked for an increase of pay, and appointed a committee to wait upon Mr. Daniel Torrance, Vice President and executive officer of the road, he granted them an interview, gave them a respectful hearing, and acceded to their request, telling the committee at the time that the engineers, by their conduct the past year, had deserved it. And a high official of the road said that the stock brokers in Wall street knew the quality of the men running locomotives on the New York Central Railroad, and it had the influence of raising the stock in the market. Now, that being the case, I ask: Isn't it tangible proof that we are doing some good, and that it is understood and appreciated by those who entrust their property to our care.

Now let me say a few words about West Albany. The value of buildings and property at this place belonging to the New York Central Railroad Company is immense. The shops, including machine, blacksmith, boiler and repair shops for locomotives, together with the machine, repair and paint shops for cars, are built of brick, with iron truss roof, and would measure, if connected together, about one and a-half mile in length. The machinery is driven by a single condensing beam engine, which drives about

fifteen hundred feet of main line shafting, and about four thousand feet of main and counter-shafting together.

In the machine shop is some of the best machinery for building, as well as for repairing locomotives, that can be procured, and some of the finest locomotives running anywhere, were built at these works, and are now running on this Division of the road. In future it is the intention of the company to build all their own locomotives. Mr. C. T. Ham, the Superintendent of Motive Power for the whole road, has designed and is now building, some eight-wheel engines, particularly adapted to hauling heavy trains up grades, of which we have two heavy ones, the one at this place being about ninety feet to the mile, for over two miles. The engines have three pair of driving wheels connected with a single axle forward, equalized on the forward drivers. The forward truck has a single axle, and the centre pin rests on a swinging transom, to allow the engine to conform to the curvature of the road. The cylinders are 18x22 inches, outside connected, drivers well spread, so as to have nearly the whole weight of the engine on them. They are provided with Sellers' new injectors, (which draw water) instead of pumps. The drivers are five feet in diameter, with blind tyre upon the centre pair. The first one of these engines is finished, and is now being tried before being put regularly at work. She is No. 50 of the Company's build at this place. Her weight is seventy-four thousand pounds, and the water tank has a capacity of thirty-five hundred gallons. Mr. Ham also intends to build several tank engines for switching purposes, the company never having had an engine suitable for shifting, the regular engines, after being worn out on the road, having been obliged to take their turn in the shifting yard, until they were rebuilt again for general service.

The Company, last summer, built a large semi-circular Round-house, and it was supposed to be large enough, together with the old one, to accommodate all the engines at this place; but as the cry continues, "More engines, more room," they are at work completing the circle, and they then will be able to house all the engines for a year or two, at least.

Connected with the machine department is a steam hammer shop, where the Company manufactures all their own axles, of a superior quality, from the scraps which accumulate at the different repair shops. The frames and connecting rods, together with all the heavy forging, is done here, which facilitates business and relieves the small hammers in the blacksmith shop. There are, at present, about 75 engines running on this Division and helping, switching, &c., requiring the employment of about twelve hundred men, in the different departments, at this place.

But, Brother Wilson, when I commenced writing I did not intend to enter into a minute description of all the surroundings. It would take up too much time, and require a longer and swifter pen than mine. I only thought to give an idea of the place and what is done here, for the benefit of those who never come down this way; and if I grow prolix or wearisome, just cut a piece off either end of this letter, or both ends, and middle, too, if necessary.

I heard a little boy say the other day it was summer, and he therefore proposed going in the creek to swim. But, actually, if I had'nt seen strawberries on the table yesterday, I would not have known it. A while ago we had all wind, and now we have all rain, and cold, cloudy weather; and unless you watch particularly for it, you wont see the sun at all. Everything about the sky appears to be perfectly loose, and if you happen to blow your whistle a little louder than usual, down it comes about your ears, spoiling your clean paper collar and best clothes. True, vegetation is up a foot or two, in the shape of weeds and rank grass, but, as H. W. B. says, "all natur seems to help weeds and grass, and goes agin craps." I suppose that's the reason why corn is up only about three or four inches. (I have some *up* farther than that, but the crows *pulled* it up.)

Well, our glorious Fourth of July is near at hand again, and I feel patriotic enough to indulge in a few squibs, only I don't want to set a bad example for the young and rising generation. However, I believe our citizens intend to burn powder quite extensively, and we all feel that they can't do it in a better cause.

Now, Brother Wilson, this is what I call a letter of odds and ends, but perhaps you will think it may do for a change, for you know we can't all write good, sensible articles; and as I have taken up enough of your space, I will close with best wishes to all.

Fraternally yours,
J. S. C., Div. 46.

P. S. Let me ask one question, which I hope some Brother will answer: Suppose your steam gauge stands at 20 lbs. when cold; some would say it was heavy, and others that it was light. Which is correct, and why? J. S. C.

We are pleased to receive the above communication. It is very gratifying to know that the engineers on the great New York Central Railroad appreciate the efforts of their officials to treat them with proper respect, and, if we can judge from the above communication, *pay* them liberally.

It has been the great hue and cry through all the papers, and by many disappointed applicants for position, that this company had no respect for their employees. We do not believe a greater untruth was ever uttered. We have been informed by at least two committees from the shop—men who have had occasion to visit Commo-

dore Vanderbilt—that they were happily disappointed in meeting that gentleman; that instead of being the overbearing aristocrat he had been represented to be, he apparently possessed the warmest sympathy for any and all measures that would in any way elevate and improve the condition of working men.

Mr. Torrance, the General Manager and Vice President, has, upon every occasion, shown himself to be the true friend of all his employees.

Mr. Tillinghast, the General Superintendent, is respected by every employee under him; and no laborer, however humble his position, ever appealed to him in vain for a respectful hearing of his complaints.

Mr. Ham, the General Superintendent of Machinery, has already manifested a deep interest in the welfare of his men; and notwithstanding all the reports about the abuse of the employees on the New York Central Railroad, it is no exaggeration to say that the men on that road think they are used as well as the employees on any railroad in this country. And we have the means of knowing that the most friendly relations exist between the officials and employees on that road; and we do not believe it is in the power of all the disaffected parties concerned to disturb the harmony that exists between the New York Central Railroad officials and the engineers in their employ.

NEW ENGINE.

Since writing the above we have had the pleasure of seeing the engine referred to by Brother J. S. C. It is a coal burner, No. 13, and is of the following dimensions: Boiler, 46 inches in diameter; flues, 11 feet 6 inches long and 2 inches in diameter; fire-box, 65 inches long in clear, with the Jauriett Deflector; center of back drivers, 8 feet; center of forward, 7 feet 6 inches; diameter of drivers, 5 feet; travel of valves, 5 inches receiving ports, 15 by $1\frac{3}{8}$ inches; exhaust port, 15 by 3 inches; bridge bars, $1\frac{3}{8}$ inches wide; steam pipes, $5\frac{3}{4}$ inches inside diameter; exhaust pipes, 6 inches inside diameter; exhaust tips, $3\frac{1}{4}$ inches; cylinders, 18 by 22 inches. The Hudson & Smith pony truck is used under front. Weight of engine, 73,400 lbs.; weight on truck, 10,000 lbs. No pumps are used, but two of Sellers' improved injectors are used instead of pumps, and the engineer reports them as working admirable.

This engine was used about Albany for a few days, until in good working order, and then it was thought best by Mr. Ham, the General Superintendent of Machinery, in order to fully test the performance of this engine for all heavy work, to take a train from Albany to Buffalo (300 miles) and return. Only a moderate train was taken west, but on the return trip the train consisted of fifty cars of cattle and one coach for the drovers. This being a much larger train than had ever been hauled over the line by a single engine, considerable interest was manifested to learn how they succeeded. The trial proved that the engine had abundant power to handle the train at any point on the road. In fact, the train was not large enough to test the power of the engine, and the next week the trip to Buffalo was repeated, and a train of sixty cars of stock, with a coach was hauled through to Albany. This is nearly double the ordinary train of the largest engines on the road, and, of course, won the applause and credit due to those who planned and built engine No. 13. The material and finish of the machinery cannot be excelled in any engine, but the painting is very plain and of course will not attract that attention of the casual observer that a more fancy style of paint and ornament would. But the great point aimed at in the construction of this engine has been fully accomplished, as the performances thus far, as regards power and being easy on track in turning curves, also in regard to economy in fuel, have proved much more favorable than was anticipated. From what we saw of the power of this engine in starting the train on quite a grade, and the ease with which she passed the shortest curves, we predict that a new era has begun in moving the immense freight and stock traffic over the New York Central Railroad.

CHAS. WILSON, G. C. E.

AT no moment of difficulty does a husband, knowing his own utter helplessness, draw so closely to his wife's side for comfort and assistance as when he wants a button sewed on his shirt collar.

LIFE INSURANCE.

BORDENTOWN, N. J., June 25.

Messrs. Editors—When I wrote the article which appeared in the June number of the JOURNAL, I did not anticipate writing on the subject again, so soon as this. But in view of the Grand Division convening in a few months, I thought it would be as well for me to say what I have to in regard to the matter at once. And, although my views of it may not be in accordance with a majority of the members of the Insurance, or even any of them, yet they may be the means of setting others to thinking of the subject, who can suggest a plan that will at once recommend itself to the members for its practicability and simplicity; and if they do tis, they will have accomplished, in part at least, the mission for which they were intended.

I have looked over the P. L. F. plan, but I think, so far as I am concerned as one individual, I cannot approve of it. In objecting to this plan, I do not propose to give the originators of it such a pummeling as Brother Ramsey did, in an article he wrote some time ago. But while some of his blows were well directed, and told with effect, others were given quite at random. For instance, he says he can't see head nor tail of the plan, any more than he can see into a mill stone. And then winds up by saying it is a hopeless failure. Now I should like to know why a man should undertake to criticise something he can't see into, or

why he wants to pronounce a plan a failure, when it has never been tried and proved a failure? And then he gets off some strong talk about a man having a right to provide for his family in any way he chooses, or even not provide for them at all, if he does not want to. Now, I contend that Grand Chief Engineer Wilson is nearer right in saying that men who have good opportunities to provide for their families, and will not avail themselves of them, should be compelled to, than Brother Ramsey in saying that a man has a right to poorly provide for his family when he has the chance of providing well. *Legally* he may have the right, but *morally* he has not, for a man only has the right to do as he chooses when he chooses to do right. But while the plan of compelling men to join the Insurance would be a good thing in some cases, provided it could be made to work, yet, in others, it would not do at all. For, as Brother Ramsey says, there are a good many engineers who have made other provisions for their families in case of death, and who feel that their circumstances are such that it would not pay them to join our insurance. To my mind it is only absolutely necessary for those to get insured who are without any means to leave to their families in case of death, and not for those who have already secured something for them. I am not saying but that insurance policies are good for this class of people, but they are much better for the former. Like Brother Ramsey, I am not favorable to paying out money in annuities. This might work well in some instances, but in others it would not. For I believe there are plenty of women who have enough business tact to place themselves in a way to get a living, if they could have a few hundred dollars given them in cash at one time; whereas, if they had but $150 00 or $200 00 given them each year they could never use it to the same advantage that they could a few hundred dollars of ready money. Other Brothers may not feel as I do in this matter, but so far as I am concerned I prefer to have the money due my heirs from the Insurance when I am gone given them at one time, and if they do not choose to make a good use of it the fault lies with them and not the Insurance Company. It seems to me our present plan of insuring is defective for two or three reasons. In the first place, families have to wait too long for the money due them from the Association after the husband dies. With some this makes no particular difference, but with others it does, and it would put them to too much inconvenience if they did not receive it within a few days after the one they had always looked to for support had been taken from them. This difficulty could easily be obviated by keeping two or three assessments ahead, and then the money would always be ready when it was needed. Another reason our plan is defective: No Brother knows actually what

amount he is insured for. He may suppose it is somewhere near a certain amount, but about the time he dies and his family is to receive the money, for some reason, a number of the members drop out or the money is not collected of all, and then the family of this deceased Brother gets that many dollars less than they ought to. Why not agree to pay a certain amount of money at the death of each Brother, regardless of the number of members in the association? and then vary the amount of the assessment per member accordingly. In order to do this we would have to keep a small amount in reserve to make up deficiencies caused by our membership declining in numbers, but when the next assessment was levied it could be made high enough to square everything up again; for I presume it would be no more trouble for Brother Abbott, or whoever he might be, to levy an assessment of seventy or ninety cents than it would seventy-five, if his blanks were arranged for that purpose. Our system is also defective because it makes no distinction on account of age. In regular insurance companies this is one of the main points, but with us it is entirely ignored. Other companies say the older a man is when he joins them, the more he must pay per year in order to secure a certain amount, because he is not supposed to pay into it so many years as the man who gets insured at a much younger age. But with our plan all are taken in on an equal footing, be they old or young, healthy or sickly.

I think it would be a good plan to pay to widows different amounts, according to the length of time the husband was a member of the association. Say pay a certain sum to every family when the Brother dies within one year after he joins, but for every additional year he may be a member after the first year, add $20 00 or $25 00 to that amount. This would be strictly according to business principles, for the more money a man invests the more he expects to realize from it. It looks to be no more than right that a man who has belonged to the society a good many years, and contributed largely of his means towards the support of other men's families should have his more liberally provided for, when he dies, than the man who was a member of it but a short time, and who had spent but a little of his money in it. By this plan the inequality arising from taking men in of all ages will be overcome, for it is plain to be seen that those join young must, as a general rule, pay more in than those who join when they are advanced in years; and if they pay more in they should, of course, draw more out. This plan would work no injustice to the older members, for many of them might live longer than men who joined when young. In fact, I think no one could call it unfair, because the family of the man who died one year after he joined only realized $,1300 or $1,400 when another man's family got $1,600 or

$1,700, for one man had been a member much longer, and had paid in five or ten times as much as the other. But, says one, it might happen that the very families who would receive the *least*, by your plan, would be those who would need the *most*. That is very true; but this is not a question of how much each family needs, but what they are actually entitled to receive. If we are going to pay the widows and children of deceased Brothers what they need, I guess some of them would get a pretty round sum.

If we are going to have an organization of this kind to stand any length of time, it must be founded on some sound business principles, and fair and equal in its workings. Our present plan is not entirely a sound one, and many of the Brothers saw it long ago; but if trying to improve it is going to make dissatisfaction and confusion among the members, it had better, for the present, remain as it is. I have merely given you some of my views on the subject, but as it is not likely they will ever be adopted, I presume no one will be affected by them.

Yours Fraternally,

NEW JERSEY.

A MODERN Amazon, on the way to a convention, asked for a seat in a crowded car. An old gentleman with keen eyes inquired, "Be you one of the woman righters?" "I be!" answered the undaunted heroine. "Do you believe that a woman has the same rights as a man?" "I do!" (emphatically.) "Well, then, stand up and enjoy 'em like a man!"

Improvement in the Steam Engine —The Ejector-Condenser.

The Glasgow *Herald* gives a long notice of an important invention in connection with the steam engine by Mr. Alexander Morton, manager of the Albert Engine Works, Glasgow. Mr. Morton is a native of Dundee, the son of the late Mr. Robert Morton, watchmaker, Princess street, and served his apprenticeship at the Dundee Foundry. We extract the following interesting particulars regarding the invention:

Up till very lately it may be said that the steam engine was practically, if not even literally, the same as when it came from the hands of Jas. Watt—that is to say, so far as the mode of condensing steam is concerned.

It has fallen to the lot of another Glasgow—not an optician or philosophical instrument maker, as James Watt was when he made his first great inventions, but a practical engine-wright—to invent a thoroughly new mode of condensing the steam in ordinary condensing or low-pressure engines—one which bids fair to be scarcely if at all inferior in fruitful results to Watt's great invention already mentioned. Certainly if the opinions of highly skilled practical engineers in this great seat of engineering industry, together with those of Professor Rankine—the most accomplished professor of engineering and mechanics either in our own or in any other country—

be of any avail, the invention referred to must rank as the greatest improvement effected upon the steam engine since the time of James Watt.

The gentleman who has thus distinguished himself is Mr. Alexander Morton, manager to Messrs. Neilson Brothers, Albert Engine Works, Hydepark street, Glasgow. It was long ago said in a very authoritative manner, that there was "nothing new under the sun." This "wise saw" is sometimes proved to be not universally true, and a "modern instance" is the one now adduced. Mr. Morton cannot be said to have made his discovery by a sort of happy-go-lucky guess or observation. It is a happy illustration of the value of inductive reasoning and patient experimental investigation. The condenser now known as "Morton's Ejector-Condenser" is the result of experiments prosecuted during the spare hours of the last eight or ten years. Step by step the condenser improved in Mr. Morton's hands, until it acquired the state of comparative perfection impressed upon it when it was recently given to the world.

But what is the ejector-condenser? This is a question which may well be asked. We proceed to answer it.

The appliance under notice is a piece of apparatus which altogether supersedes the necessity for the large condensing cylinder and accompanying air-pump, as used by James Watt. The condensation of the steam is effected in so small a compass that the condenser of a pair of engines indicating 24-horse power can be carried by any man of ordinary strength, while the space occupied by it is but little more than that occupied by an ordinary hat! As the engines fitted with the ejector-condenser have no air-pumps to work they can be run at double the velocity, and consequently will exert double the number of horse power; and they will work so quietly that even when making 250 revolutions per minute the noise is practically imperceptible, certainly it is not at all annoying. Besides saving power by its simplicity, and space by its smallness in size, its use is attended with a direct saving of fuel. In illustration of the last-mentioned point, it may be stated that one of these condensers was recently applied to a pumping engine on Drumpellier estate, and the consumpt of coal for six hours was reduced from fifty-six hundredweights to thirty-three.

The ejector-condenser essentially consists of three concentric tubes terminating in nozzles having a conoidal form, the central tube being in communication with the water tank, from which a current of injection-water is obtained, while into each of the other tubes there is admitted the exhaust steam from one of the cylinders; and these three tubes open into the hot-well, or waste-water receptacle, by means of a gradually widening or trumpet-shaped mouthpiece having a parabolic curvature. This last-mentioned appendage—the trumpet-shaped

mouthpiece, is undoubtedly the most essential part of Mr. Morton's condensing apparatus, inasmuch as the condenser would scarcely be of any avail in condensing engines, because the steam as it leaves the cylinders would require to have a pressure much above that of the atmosphere before any water could be possibly discharged. Then, as regards the mode of action of the parts enumerated, it may be mentioned that the jet of cold water—the condensing water—passing through the central tube, rushes into the condensing part of the apparatus and there meets with the exhausted steam from the cylinders, and almost simultaneously condenses it. The speed at which the ejection and condensing water travels is very great, and is due to the vacuum, and the energy of the water current is quite sufficient to force it out against the vacuum. It has been observed that the energy of this ejection current is so great that if the steam be allowed to leave the cylinders at about ordinary atmospheric pressure the water may be forced to a height of about fifteen feet, while steam of five pounds' pressure above that of the atmosphere will, in the same way, raise water to a height of twenty feet.

As this valuable invention is the product of the engineering talent of Glasgow—the birthplace,so to speak, of the modern steam engine—we cannot do less than wish it every measure of success. From what we have seen and heard of it, we feel that we were in a sense bound to introduce it to the notice of our readers, many of whom will doubtless also feel an interest in its future success.

Since the foregoing was written we have learned that the condenser fitted up for Messrs. Merry & Cunninghame at Glencarnock was started last Thursday, and that it has since been working with the utmost satisfaction. Mr. Alexander Gray, the manager at Dalry, already reports a saving of one-half the amount of fuel formerly used. The exhaust steam alone maintains a vacuum of 13½ pounds per square inch. This success has proved so great that it has been resolved to apply the condenser forthwith to some five or six other engines belonging to Messrs. Merry & Cunninghame.

REPORT OF TRUSTEES

Of Widows' and Orphans' and Disabled Members' Fund.

The following report was made at the convention held in Chicago last October, and a copy furnished the F. G. A. E. for publication, but for some reason it did not appear in the printed minutes. Considerable inquiry has been made in regard to this fund, and I now print this report to enable all interested to see how the fund stands.

CHAS. WILSON, G. C. E.

REPORT.

To the Officers and Members of the G. I. D. of the B. of L. E.:

BROTHERS—Your Board of Trustees having charge of the Widows' and Orphans' and Disabled Members' Fund, beg leave to submit the following report:

December 2, 1867, received of S. G. A. E.	$1,212 40
January 30, 1868, received of S. G. A. E.	249 25
May 1, 1868, received of S. G. A. E.	301 00
May 30, 1868, received of S. G. A. E.	180 00
August 18, 1868, received of S. G. A. E.	350 00
August 31, 1868, received of S. G. A. E.	280 00
Sept. 25, 1868, received of S. G. A. E.	33 50
October 17, 1868, received of S. G. A. E.	1,616 10
Total amount received of S. G. A. E. up to October 1, 1868.	$2,606 15
Total amount of interest due Oct. 1, 1868	85 70
Total am't fund Oct. 1, '68,	$2,691 85
Total am't received since Oct. 1, 1868	$1,616 10
Total am't in hands of trustees Oct. 21, 1868	$4,307 95

This amount is deposited in the Savings' Bank at Rochester, N. Y., in the name of the Board of Trustees, and is drawing 6 per cent. interest.

All of which is respectfully submitted.

CHARLES WILSON,
S. R. MUDGE,
JAMES H. PRINCE,
ANSON GUSTIN,
J. S. WILSON,

Board of Trustees W. & O. Fund.

ROCHESTER, Oct. 21, 1868.

MANY of the richest planters of Jamaica live on coffee grounds.

A WARNING.

BY AN OLD ENGINEER.

I am not, nor was I ever, superstitious. I do not believe in dreams, signs, witches, nor in any of the rest of that ilk with which antiquated maidens were wont in olden times to cheer the drooping spirits of childhood, and send us urchins off to bed half scared to death. I have known, as many, probably *all* of my readers, a great many people who profess to have the firmest faith in dreams and signs, who were always forewarned of every event by some supernatural means, and who invariably are looking out for singular events when they have been visited by a singular dream. I have never believed in these things, have always laughed at them, and do so still. Yet there is one circumstance of my life of this kind that is shrouded in mystery, that I cannot explain, that I know to be so, and yet can scarcely believe, when a warning was given to me somehow, I know not how, that shocked and influenced me, despite my ridicule of superstition and disbelief in signs or warnings of any kind. The facts are briefly as follows:

I was running a night express train, and had a train of ten cars—eight passenger and two baggage cars—and all well loaded. I was behind time, and was very anxious to make a certain point, therefore I was using every exertion, and putting the engine to the utmost speed

to which she was capable. I was on a section of road usually considered the best running ground on the line, and was endeavoring to make the most of it when a conviction struck me that I must stop. A something seemed to tell me that to go ahead was dangerous, and that I must stop if I would save life. I looked back at my train, and it was all right. I strained my eyes and peered out into the darkness and could see no signal of danger, or anything betokening danger, and there I could see five miles in the day-time. I listened to the working of my engine—tried the water, and all was right. I tried to laugh myself out of what I then considered a childless fear, but like a ghost, it would not go down at my bidding, but grew stronger in its hold upon me. I knew the ridicule I would have heaped upon me if I did stop; but the conviction—for by this time it had ripened into a conviction—that I must stop, grew stronger, and I resolved to stop; so I shut off steam and blew the whistle for "down brakes." I came to a dead stop, got off and went ahead a little way, without saying a word to anybody as to what was the matter. I had my lamp in my hand and had gone about sixty feet, when I saw what convinced me that premonitions are sometimes possible. I dropped the lantern from my nerveless grasp and sat down on the track utterly unable to stand, for there was an open switch, the thought of which had never entered my mind, as it had never been used since I had been on the road. The open switch led me to a stone quarry, whence stone for bridge purposes had been quarried, and the switch was left there in case stone should be needed at any time, but it was always kept locked, and the switch rail spiked. Yet here it was wide open, and had I not obeyed my warning—call it what you will—I should have run into it, and at the end of the track, only about ten rods long, my heavy engine and train, moving at the rate of forty miles an hour, would have come into collision with a solid wall of rock eighteen feet high. The consequence, had I done so, could by no possibility have been otherwise than fatally horrid.

This is my experience in getting warnings from a source that I know not and cannot divine. It is a mystery to me—a mystery for which I am very thankful, however, although I dare not attempt to explain it, nor say whence it came.

THE DRUNKARD'S WILL.—I leave society a ruined character, a wretched example, and a memory that will soon rot.

I leave to my parents during the rest of their lives as much sorrow as humanity, in a feeble decrepit state, can appreciate.

I leave to my brothers and sisters as much mortification and injury as I could bring on them.

I leave to my wife a broken heart, a life of wretchedness and shame, to weep over my premature death.

I give and bequeath to each of my children, poverty, ignorance and low character, and the remembrance that their father was a brute.

FARMER BROWN'S SMART BOY

Among Mr. Gay's parishioners was a well-to-do farmer named, we will say, Brown, who was especially generous in his free-will tithes to the good minister. This farmer's errand and "chore" boy getting big enough to take his place at the plow, a new boy was taken into service—a rough, untrained little fellow, I think from the poor-house. To him the promoted boy conversed quite condescendingly: "You hev got a very nice place, I tell you; and if you behave they'll use you well, give you plenty of good victuals, a suit of Sunday clothes, winter clothes, winter schoolin', and not work you tew hard. But one thing—you'll have to go on errands to the minister's pretty often, and lug big baskets of things; and the worst of it is that you'll never get nothin' but thanks from the parson and his folks—not so much as a shillin' for your pains."

Johnny heard and pondered; and it happened that the very next morning he was sent to the minister's with a heavy quarter of veal, about as much as he could carry. The way was long and the weather was warm, and when he reached the parsonage he was not in the sweetest of tempers. He marched into the breakfast room without removing his hat or knocking; and, setting down his basket, said, gruffly:

"Mr. Gay, Mr. Brown has sent you this here quarter of veal."

"Ah! indeed," said the minister blandly, "I am obliged to you. Are you Mr. Brown's new boy?"

"Yes."

"Well, my lad, when you have been in his family a while longer your manners will doubtless improve."

"Why, what's the matter with my manners?" asked the boy, with a look of stupid astonishment.

"Why, my son, they are a little abrupt and discourteous. Now, your way of presenting Mr. Brown's present was not exactly what it should have been. I think I can show you, so that you will know just how to do next time. I will personate you, and you may pretend you are me for a few minutes."

Saying this, the minister took up the basket, went into the entry and closed the door. Then he knocked gently.

The boy, having seated himself in the minister's chair, and put on a grave and reverend aspect, called out, "Come in."

Entering very quietly and deferentially, though with difficulty preserving his gravity, holding his hat in one hand and the basket in the other, the minister approached his small proxy and said, with a low bow, "Mr. Brown sends his compliments, and begs that you will accept this quarter of veal, Mr. Gay."

"I am very much obliged to Mr. Brown, and to you, too, my fine boy," said Johnny, with an air of the utmost seriousness, "but it seems to me it is a big load for so small a lad to carry. Just take it into the

kitchen, and ask Mrs. Gay to give you a quarter of a dollar."

Nobody ever enjoyed this story more than Mr. Gay himself, except, perhaps, Mrs. Gay, who promptly paid over the quarter to the clever little actor.

He ought to have made a great lawyer. Perhaps he did, and ended his days on the bench.—*Independent.*

A BUDGET OF BLUNDERS.

Perhaps the best concentrated specimen of blunders, such as occur in all nations, but which, of course, are fathered upon Paddy wholesale as if by common consent, is the following, copy of a letter written during the rebellion by Sir Nick Kehoa, an Irish Member of Parliament, to his friend in London:

"My Dear Sir:

"Having now a little peace and quietness, I sit down to inform you of the dreadful bustle and confusion we are in from these blood-thirsty rebels, most of whom are, I'm glad to say, killed and dispersed. We are in a pretty mess, and can get nothing to eat nor wine to drink, except whisky, and when we sit down to dinner we are obliged to keep both hands armed. Whilst I write this, I hold a sword in both hands, and a pistol in the other. I concluded from the beginning that this would be the end of it, and I see I was right, for it is not half over yet. At present there are such goings on that everything is at a standstill. I should have answered your letter a fortnight ago, but I did not receive it till this morning. Indeed, scarcely a mail arrives safe without being robbed. No longer ago than yesterday the coach with the mails from Dublin was robbed near this town; the bags had been judiciously left behind for fear of accident, and by good luck there was nobody in it except two outside passengers, who had nothing for the thieves to take. Last Thursday notice was given that a gang of rebels was advancing here under the French standard, but they had no colors nor any drums except bagpipes. Immediately every man in the place, including women and children, ran out to meet them. We soon found our force much too little; we were far too near to think of retreating. Death was in every face, but to it we went, and by the time half our little party were killed, we began to be all alive again. Fortunately the rebels had no guns, except pistols, cutlasses and pikes, and as we had plenty of muskets and ammunition, we put them all to the sword. Not a soul of them escaped, except some that were drowned in an adjacent bog, and, in a very short time nothing was to be heard but silence. Their uniforms were all different colors, but mostly green. After the action we went to rummage a sort of camp, which they had left behind them. All we found was a few pikes, without heads, a parcel of empty bottles full of water, and a bundle of French commisions filled up with Irish names. Troops are now stationed all round the country, which exactly squares with my ideas. I have only time to add that I am in great haste.

Yours truly, ———.

P. S. If you do not receive this, of course it must have miscarried, therefore I beg you will write to let me know.

Dayton, O., June 18, 1869.

To Charles Wilson, G. C. E. of the B. of L. E., and other officers of the G. I. D. of the B. of L. E.:

Brothers—A vacancy having occurred in the office of the F. G. A. E., and the same having been this day tendered to me, and being duly notified that I have been appointed in conformity to the Constitution to fill said office for the balance of this term, I hereby give notice that I accept said office, and desire to return my sincere thanks to my Brothers who, by their action, have signified their confidence in me. Knowing, as I do, the numerous duties and responsibilities of the position, it is not without some misgivings that I accept this important office.

Begging the indulgence of all our Brothers throughout the country for any seeming error that may present itself, I pledge you all to devote my best abilities to the welfare of the Brotherhood and the advancement of our order and its principles.

Respectfully and fraternally yours,

Chas. Fellows, F. G. A. E.

Special Notice.

Fort Wayne, July 1, 1869.

To the Officers and Members of all Sub-Divisions of the B. of L. E.:

Brothers—I take pleasure in announcing the appointment of Bro. Charles Fellows, of Division No. 28, to the office of F. G. A. E., to take effect July 1, 1869.

All correspondence relating to the business of the Brotherhood must be addressed to Wilson & Fellows, Box 1631, Fort Wayne Ind.

Chas. Wilson, G. C. E.

Special Notice to Divisions.

Office of the G. I. D. of the B. of L. E.,
Fort Wayne, Ind., July, 1869.

Brothers—As the time draws near for our annual convention, it seems necessary to have some arrangements made whereby the accounts of the Sub-Divisions can be settled up and in shape so your F. G. A. E. can make his report to your convention. The fiscal year ends September 30th, and all reports from Sub-Divisions will close with that date, and no money sent to the Grand International Division after that date will appear on that report; and any delegate bringing money to square up accounts cannot have said money appear in the annual report. For this reason it is desirable that all should be prompt in making settlements by the 30th of September. By reference to Section 5, Page 40, Constitution and By-Laws, you will see that all Grand International Division dues are due January 1st; but very few have complied with this, and those who have paid such dues should remit for all members taken in previous to September 30th of this year. Many Divisions failed to make any report or send any money until the G. I. D. met at Chicago, then if the rule had been strictly carried out, many delegates could not have taken seats in convention, or if the time had been taken to settle before commencing the session, much time would have been lost. A little attention to this matter, and all reports can be in and everything

closed up with the fiscal year. The finances of the order are in good condition, and with prompt reports from Sub-Divisions no delay will be had in carrying forward our work.

A much larger circulation of the JOURNAL ought to be obtained, and with a little effort on the part of the Brothers, no doubt is entertained but quite an increase could be procured. This is desirable, as a small revenue can be derived to the Grand International Division, which will have the effect to reduce your assessments for the support of the same. We have nicely-bound copies of the JOURNAL, first volume, (1867), which we will furnish, free of postage, for $1 00 each; volume 2nd, (1868) for $1 50, and files for 1868, fifty cents each. We have plenty of back numbers for this year, which will be furnished to all new subscribers.

We have reports from many Divisions, which give us assurance that they are still gaining in numbers and influence.

New Divisions have been organized at Worcester, Mass.; Cincinnati, Ohio; West Chicago, Ill.; South Baltimore, Md.; Sunbury, Pa.; Water Valley, Miss., Wilmington, N. C., Richmond, Va., Austin, Minnesota, Laramie, W. T., Columbia, Pa., and New York City, and inquiries about more from different parts of the country. All these, so far, promise to be first-class Divisions.

Our organization never stood so well with the public and railroad officers as at present; and the ministry are lending a helping hand by bringing to bear a little moral suasion on Sunday work.

Let each Brother feel that he is responsible for his part as a member of the order and use his best endeavors for the promotion of the principles as laid down in our declarations, and no fear need be felt for our ultimate success. Self-respect will ensure the respect of others.

Fraternally,

CHAS. FELLOWS, F. G. A. E.

THE HEAVENLY RAILROAD.

The road to Heaven by Christ was made,
In Heavenly truth the rails were laid;
From earth to Heaven the line extends,
To life eternal, where it ends.

The Bible is the engineer,
It points the way to Heaven so clear,
Though terrible dark and dreary here,
It does the way to glory steer.

God's love the fire, his truth the steam,
Which drives the engine and the train.
All you who would to glory ride,
Must come to Christ, in him abide.

This is the time, no more delay
At every station on the way,
If you'll repent and turn from sin,
The train will stop and take you in.

The car is ready now to go,
Say will you go to Heaven or no;
The engineer is very kind,
May none of us be left behind.

If you would like to have a ride,
The engineer will all provide;
You will draw your rations on the way,
And at the end the best of pay.

We have on board a holy band,
Which all are bound for Canaan's Land,
To see the Saints who've gone before,
To shout and sing for ever more.

A SERMON

PREACHED BEFORE THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS, BY REV. ISAAC CROOK, IN HIGH STREET M. E. CHURCH, COLUMBUS, OHIO, MAY 9, 1869.

In entering upon the discourse of the hour, a little explanation seems first necessary as to the nature of this meeting:

The Brotherhood of Locomotive Engineers is an organization with branches extending throughout the United States and Canadas. Division No. 34 is located here, from which I received, a few weeks since, a note of invitation to deliver a discourse, to which should be invited, not only the Brotherhood with their families, but also all railroad men from the different roads entering Columbus.

An expression of the object in view accompanied the invitation, as follows: "Not for the purpose of gaining notoriety, nor to exhibit our order, neither with indifference to the result, but with ardent wishes for our improvement and happiness, and for our moral improvement and religious elevation of character."

With this request I have the pleasure of complying at this hour. While the sermon is invited by engineers and is primarily to them, you observe they recognize the wider Brotherhood of Railroad men generally, and in truth in such matters, engineers and official railway men and shippers, landsmen and seamen are brothers. As such we greet you all, and shall try to address truths suited to you all.

The great purpose of the Brotherhood, as expressed in its organic law, is "to elevate their standing as engineers and their characters as men,"—a two-fold purpose, worthy of highest commendation. Any honorable calling, if pursued with a love of it, and with zeal for its mastery, instead of with fretfulness, depreciation and laziness, will improve in itself and elevate its pursuers. This is emphatically true of your calling, my friends of the Brotherhood.

But neither the day nor the place, nor yet do your wishes, call for further remarks in that direction. There are more appropriate days and better sources for that.

The latter clause of your expressed object in this organization shall indicate my duty: "The improvement of our characters as men," and to the highest sources of improvement do I purpose to conduct you to-day—to God and His word.

As I was passing amid the smoke and tumult of the railway station a few days since, my mind seized upon the following as a text appropriate to the present occasion: "And as he reasoned of righteousness, temperance and judgment to come, Felix trembled." It is found in the Book of Acts, 24th chapter, and in the 25th verse.

There are three things suggested by the text, to which I call your attention: The audience of Paul, the sermon he preached to them, the effect of the sermon upon them.

His audience was comprised of Felix, the Governor of Judea, and his wife Drusilla; and we know of none else.

The preacher was Felix's prisoner. He had been arrested for preaching in Jerusalem. A plot had been formed against his life. The plot was revealed to an officer, who, to rescue Paul, carried him to Cesarea, where the Governor resided, and where the case might have a legal adjustment. The case was brought up, and then postponed. Meantime, the Governor and his wife desiring to hear Paul on the cause of his imprisonment—his Gospel—sent for him, and ere the hearing ended, received a little more of that Gospel than the Governor could stand.

That audience was unlike mine in some things. It was small, mine is large; that was a Governor and his wife, these are not Governors, as yet. There are other points of resemblance or non-resemblance, which each can decide for himself.

Felix kept Paul bound, in hope of a bribe. If any came here with hopes of bettering his temporal condition, and is thus here out of mercenary considerations, I pray that he may carry away a better riches. If any one is here out of curiosity—as no doubt Felix heard Paul—may he go home gratified with heavenly wisdom.

But the greatest reason for the choice of this theme, is found in the deeper truth, that all men are brethren. The Governor, with all his power and prestige, was only a man. My audience, though from a different social department, are men. There are certain great bonds linking all men together. They are equal in origin, and we can scarcely restrain contempt for a man who, having outstripped his family in the race of life, begins to regard himself as of better blood and brain and make up than his brother or mother; and as it his brother and his mother in spite of his conceit, so has a man run wild from truth who forgets that "God made of one blood all the nations."

We are alike, too, in our inheritance. We shall have a common home, soon, only about six feet long, and very narrow, known as a grave. We are common heirs of the same long eternity, and may, if we will, inherit the same blessed heaven.

It was as a man with a soul to save and a God to serve, Paul addressed the Governor, and as men responsible in the same way do we address you to-day. Paul was faithful to his hearers. There were inducements for him

to deal in flattery, and neglect the Governor's sins; for the preacher was prisoner, and his liberty and life were at the Governor's disposal. He might have discussed other topics than those which he did, as the divinity of Christ or the Millenium, and thus amused the Governor. But no. Felix was growing to this evil world as trees do in the ground. If a man would transplant one he must loosen it at the places where its roots take hoid So Felix, growing by certain wicked practices and vile lusts, must be drawn up at those very points. He was, as history says, an unrighteous Governor. He lived with Drusilla, who was not his wife lawfully. "Paul reasoned of righteousness, temperance and judgement to come, and he trembled" at the prospect.

I might speak to you of the nobility of your calling, so as to flatter you; might discuss political economy, commercial matters or mooted theology, and yet be unfaithful to you. If ever I become your passenger, whether you carry me over mountain or plain, to the Gulf or the Lakes, to Atlantic or Pacific slope, I bespeak, and expect, a safe conduct, if in your power to render it.

You are my passengers to-day. By the the grace of God I must take the right track. In a few minutes you will go out, never all to meet again. The liabilities of your calling are better known to you than to this congregation of citizens. Ere the week closes, you may meet with calamity. I wish so to talk to you that in the hour of agony, in the prayer of penitence, in the valley of death, in eternity, you shall approve of this discourse as one faithful to your souls.

Having said this much of the audience, we turn to note the sermon preached.

It was complete in its adaptations. It was about righteousness that would regulate a man's business life; temperance that would regulate the pleasures of life; judgment to come that would cover the religious life, and indeed, embrace the business and pleasures of life, for neither can be divorced legitimately from religion.

The sermon was effective. It so shook the Governor out of his hiding places as to make him tremble. God make the truth equally powerful here!

The first topic is righteousness. And what is that? It consists, chiefly, in dealing justly toward God and man. Whoever has power put in his hands, is put on trial as to whether he will deal justly or unjustly, righteously or unrighteously, with it. Felix dealt unrighteously in the Government, and was in the end arraigned before Caesar for it, but at this time Paul arraigned his conscience, and he trembled. All abuses of civil power must come before a tribunal more inexorable than that involving the "Alabama claims." There will be some Cuban affairs to account for, and all such will bring the trembling to the responsible parties.

This abuse of power is the occasion of whatever infects the railroad system of the country with unrighteousness. I know nothing, and few can know much, of the reality of the alleged frauds in the case of the Pacific Railroad. But all can see that the character of any such frauds must be on the most gigantic scale, for no age ever offered so grand an enterprise as a victim for it; and I speak of this case only as a sample of what is, according to the statements of railroad officers, one of the greatest banes of the whole system.

As Felix left Paul bound, in hope of a bribe, thus showing a leading element of his unrighteousness, so does bribery infect the business of railroading. From the highest officers down to the most menial, and back up again, from brakesman to director, all parties are liable to the temptation of using his position for himself, when he is, in justice, bound to use it for the company and the public.

There is stamped on the constitutional forms of the Brotherhood these words of our Lord: "Do unto others as you would that others should do unto you." The whole railroad system, in order to have any integ rity or safety needs, with an inexorable necessity, the enforcement of this motto.

There is also a special branch of this subject, which, to omit, were to lay myself open to the charge of moral cowardice and unfaithfulness to you. I refer to the Sunday question in connection with railroading. I speak the more freely on this, as it is a live question of the times, involving most serious interests, and also because of the increasing influence of railroads in our social affairs.

I will put the argument on its lower ground of expediency first.

Railroads need the Sabbath. A circular was issued last winter, by the New York Sabbath Committee, inquiring of various leading railroads in the country as to their success in operating on Sunday. Enough replies came, and from men of such character as to prove, the unprofitableness of Sunday running.

The railroad hands need Sunday. Their bodies, minds and hearts need it. The locomotive may not make two runs without being overhauled, and inspected, and repaired, if need be, so do the men need it once in seven days. I always feel comfortable when I hear the train tapper's hammer ring on the wheels under me, for I am sure the company is careful of its rolling stock, and this secures life and property. If companies were as careful of the bodies and souls of their employees, they and the country were better off.

The families of employees need Sunday.

Off at dawn, or dark, or midnight, little do their families see of them, and little do they get of the value of home influences. Give them Sunday and they can have this that so strengthens all that is good in man. Besides, the father may plead necessity for his Sunday work, but his child, becoming accustomed to it, will break the Sabbath of choice; and thus the whole family is liable to be turned over to Sabbath neglect and all its attendant vices.

Society at large needs a Sunday for railroads. See the magnitude of the influence exerted by them. From 40,000 to 50,000 miles of railway are in existence in this country—enough to start here and engirdle the earth running westward, and then, if not quite, enough, to stretch another line round by the poles, North and South! A vast capital is employed in operating this line, and an ever-increasing population is gathering about it. Twenty thousand operatives are already at it in Ohio. Say there is an engine and an engineer to every 200 miles of it, and we have 20,000 to 25,000 engineers alone. Add five hands to one engineer, and you have, at only 20,000 of them, 100,000 operatives. Suppose they average three to a family, allowing for the unmarried, and there are, at least, 300,000 railroad people!

Now, can society afford to turn out such a population to Sabbath-breaking and its inevitable results?

Christianity demands a Sabbath for the railway. The locomotive is the gospel herald in one sense. It carries christian civilization and Bibles wherever it goes, for it moves out from christian centres; and as it pushes across continents, over Pagan lands, and dashes past the wild Arab on his courser, up amid the Himalaya mountains and across deserts, I think I hear in the echo of his whistle the "voice of John the Baptist, crying prepare ye the way of the Lord." But that voice ought not to preach violence to the Lord's Day.

But why preach to the engineers, who are so much at the mercy of others in this respect as to seem almost powerless? I am aware that the responsibility is to be divided out. Railroads run on Sunday often because shippers demand it, and among those shippers are to be found psalm-singing merchants, who cannot sing loud enough to drown the railway clatter, kept up to carry their goods on Sunday; neither does that singing cancel before God their responsibility in the matter. The stockholder, whose vote controls the policy of the Directors, and the Board, whose management conciliates the public demand for Sunday transportation, and which determines the conduct of the Superintendent, and the Superintendent again in turn moulding the policy of the Board—all these are in their places responsible, and can never hide that responsibility in any corporate complications from the eye of God.

But the engineer is not wholly passive. Have you a conscience in the matter? The finest railroad on the continent is not to be put as a price on your conscience. Has that conscience found an expression? We deprecate all strikes and revolts. They are always damaging to all parties. But I express it as my conviction that, if the Brotherhood had a conscience favorable to Sunday observance, and if that received a manly and decided expression to the public and to those in authority, the whole business of Sunday running would be stopped in a short time.

The matter can be regulated. The railroad is already in advance of river navigation in this. Iron furnaces have yielded to the Sunday law, and find it profitable. In the Ohio Penitentiary they find even engine cleaning can be done without robbing the Lord of his seventh fraction of time, and yet no damage accrue either to the prisoners or to the State.

Nehemiah, putting the claims of the day, not on grounds of expediency, but on divine authority, regulated it so as to suppress the carrying of wine, grapes, fish and wares, on the Sabbath, into Jerusalem. This law is written on the human frame, in the necessities of commerce, in the wants of the family, in the social fabric, and in the Bible, and no man nor corporation can ignore it without finding in the end cause to "tremble."

I must now hasten on to the second item in Paul's sermon: Temperance. This regulates the pleasures of appetite. Intemperance leads to evil lusts. Felix was living in a way to indicate that his leading intemperance was adultery. This generally has a twin sister—drunkenness. This latter is fearfully preva lent among all classes of men, but especially does it beset your calling, and the noble protest found in your laws, and regulating the administration of the Brotherhood, is an evidence of your wakefulness as to the danger. See how great is that danger. Go to the depot, and you behold saloons of the worst kind environing it; then away along the line in city, town, village, crossing switch, there is the pit of hell for you.

And your calling lays you liable. Alternating between the excitement of the run and the lassitude of the lay-by, these men who set the traps, know your susceptibility to temptation. And your nerve. In British East India Railway Companies, they find men among the weak-nerved natives that do for bell-boys and brakesmen, but none, as yet, with the nerve for engineers. It is so in this country. The North supplies the South with

engineers. Now, by all you have of quantity and quality of nerve, are you warned to beware of that nerve-destroyer.

And while I would not flatter you, I would have you appreciate your responsibility. I notice that when you see a train coming, you say there comes "Joe," or "George," as the engineer's name may be. At first it seemed odd. There is the conductor, the train hands, the passengers, perhaps among them families with Congressmen, Generals, statesmen—no matter; it is "Joe," or "George," after all, that comes down the track. For all behind the engine are powerless as straws, and that splendid creature dragging all is doing as "George" pleases. And if he be sober, away they fly, homeward bound, it may be, safe and happy. If his brain be addled, shut your eyes, stop your ears; they are dashing to ruin!

Bretbren, you have cause for trembling when you remember the gauntlet you run between saloons, for your life, along your track; when you remember your peculiar constitutional temptations, the responsibilities linked on behind you, and that God has said "no drunkard shall inherit the kingdom of God."

God bless you of the Brotherhood, in your efforts to save yourselves and your brethren. Would that all engineers would throw around themselves this barrier against ruin!

We turn now to notice the last item in the sermon under consideration: Judgment to come.

This covers the religious life, and, indeed, all of life. If we recognize the judgment of God on human affairs, we must recognize his oversight in such affairs. Felix, though a Governor, representing Rome, a man of the world and of vice, was not beyond the supervision of divine authority. None are too high, none too low, for God to look after. This view of the subject is important to you, Brothers. You exercise a great deal of a certain kind of faith. You trust your Master Mechanic, your train master, train dispatcher, fireman, conductor, brakesmen; your watch, your levers, valves, wheels, the rails, ties, nails, for hundreds of miles, and every day you run by faith in all these. And then you know that there are a thousand cases in which these may all fail you, and you must trust something else. Your Master may mistake your dispatcher, get confused, switchman asleep, wheels, rails, ties, nails, prove treacherous—what then? Will you trust in fate? Will you shut your eyes and say, "I can't pass my time nor die before it," and dash on? Will you pray to fate? Can it answer you or forgive your sins? Will you commend your family and your soul to it? It is cold and dark. Better trust your Father in heaven. Would that every one of you who has a family would be his own high priest each day, and ere leaving home, would draw them around him and to God in prayer, and then go out a braver, calmer, safer, better engineer; and if he have no family altar, let him have a place in secret for one. Thus secure, the judge and the "judgment to come," is safe. But this judgment is in the future.

We suffer wrongs that never will be righted here. We may do wrong and hide it, but "God hath appointed a day in which he will judge the world in righteousness."

But how can sinners meet that test? Felix trembled at it, for his life was polluted. The plague spot of sin is on every one of us, and we must be judged. I know of but one way to meet it: plead guilty, forsake the sin, and while we ought to tremble, yet we may say,

> "Arise my soul, arise,
> Shake off thy guilty fears·
> Thy bleeding sacrifice
> In thy behalf appears."

A few words as to the result of this discourse upon Felix and his wife. Felix trembled. Was it not the wrong man trembling? Paul was powerless. Felix was surrounded with power and pleasure. But Paul "exercised himself to have a conscience void of offense toward God and man." No danger could daunt him.

Felix was arraigned before God, shaken out of his shell of place and power, and, as every man will, who looks at truth in the light of his sins, he "trembled."

He made a mistake. He waived his convictions—did not intend to dismiss the subject. "Go thy way for this time; when I have convenient season I will call for thee." He did "commune with Paul often," but perhaps the spirit did not come at those after interviews. He could bear the truth easier, perhaps. He never found the convenient season, else scripture history had told us. No history says he was arraigned at Rome, finally, for his unrighteousness in government.

Why did he defer his duty? Ah! Drusilla was there—his charmer. He loved money and hoped for a bribe. He was afraid of the Jews, and "willing to do them a pleasure, left Paul bound."

Have you felt the need of immediate reform to-day? Don't follow Felix's example, even though your companionehips induce you to defer duty; even though you may fear your superiors may not approve, or that money might be lost by it. Possibly you are thinking, "I cannot be a christian and be an engineer." This is a mistake. See that man on his engine; talk to him; amuse him; his hand is on his lever, his eye on the track or his watch; his thoughts are on the valves. You cannot divert him, for whatever else he says or does, he is above all, and most intently, an engineer. Try religion that way, and by the grace of God, you can be a christian. The value of your soul is too great to allow of your postponing this matter.

I have yet to see the rival of the locomotive in its power to arouse admiration. I have met it in the wilderness, amid the solemn silence and grandeur of the forest, and while absorbed in the spell of beauty and silence, that spell has been dashed away by the iron horse plunging along, as if the forest king and I stood entranced. I have met it in the rush of trade and amid the city roar, where granite walls and multitudes of men confused the mind, but suddenly all was brought to a halt by the glitter of his stroke and the thunder of his power. I have stood by the river lined with grand hills and plains of beauty, rolling its waters and commerce to the sea, but forgot all as he laughed at the steamer's slower step and feebler stroke, and dashed away. I have been amid the mountains, where the chasms, pine clad and craggy, sank away below, and the frowning brow cloud-wrapped above, hushed the breath in awe, but he hushed not his breath, and seemed only the more at home for the grandeur about. He is never put to shame.

Now, gather him and his kind from all their highways and housings in the land. Let them roll upon the plain together, polished and renewed, till their glitter shall rival the sun and their thunderings the eartdquake. Who shall set a price upon them! Angels see a more priceless gathering there. God the Son, laid heaven aside for it, souls of men, one of which outvalues the world. These are swift, but at a thought the soul is round the world; these are valuable, but the price on Calvary bought the soul; these will last well, the soul through eternity; these shine, the soul may "shine forth as the sun in his brightness." Could we estimate these souls we have as heaven does, how life would tone up to a grander scale! I can but feel the solemnity of this moment. I preach to men that may be in eternity before next Sabbath!

And in saying good-bye, let me suggest a few things: Go hence resolved to be good men. Get a Sabbath day as soon as possible for yourself. Identify yourself with some christian congregation, if you are not so identified already. Make the acquaintance of some christian minister as your pastor, and if he be a man worthy of the calling, he will thank you for making any such approach. Put your child, if you have one, in a Sunday school. Get your life insured, if you will, but above all, commit your soul to God, in obedient faith. Then you need never tremble,

> "And when the dream of life is fled,
> When its wasted lamp is dead,
> Where eternal peace shall reign,
> There may we all meet again."

Vote of Thanks.

At a regular meeting of Centralia Division, No. 24, B. of L. E., held at Engineers' Hall, Saturday evening, May 29, the Division was again the glad recipient of a most beautiful cushion, of exquisite workmanship, for use of the main altar in Division room; therefore it was

RESOLVED, That we, as officers and members of Centralia Division No. 24, B. of L. E., accept the beautiful and costly gift, and in so doing, would return our heartfelt thanks to the fair Sister, our sincere friend and well-wisher, Mrs. Samuel G. Bicknell.

RESOLVED, That as a body of Locomotive Engineers, we do indeed fully acknowledge and appreciate the generous motives of the Sister, and wife of our respected Brother, which urged her to this act of generosity, and that, as a body of men of which her husband is an accepted and honored member, will only the more cherish her memory, for the deep interest she has taken in our welfare.

RESOLVED, That as the gift is destined to fill a conspicuous place in our hall, and to be on the top of our altar, (upon which will rest our Holy Bible), we are, as a body of men, reminded that our calling is one of constant danger, but by seeing the precious Bible lying upon the gift of our Sister, we are constantly reminded that "whosoever putteth his trust in Him shall not perish, but have life everlasting."

RESOLVED, That this gift, to be fully appreciated, must be seen, and that its two principal colors would indicate to our every day duty, danger and safety, and that as an organization of Locomotive Engineers, we will ever try to avert all dangers of our hazardous calling, and at last hope to find a station of eternal safety.

RESOLVED, That the above resolutions be published in the Centralia Democrat and Sentinel, and in the LOCOMOTIVE ENGINEER'S JOURNAL, and a copy of same be presented to Sister Bicknell, with seal of Division attached.

W. H. METZGAR,
A. J. VAN PATTEN,
E. P. PHELPS. } Com.

CINCINNATI, June 21, 1869.

BROTHER WILSON—Please have the following published in the JOURNAL:

The officers of the I., C. & L. R. R. kindly tendered to the Engineers a train for the purpose of visiting Indianapolis, on Sunday, June 20th, to hear a sermon delivered to Division No. 11, by the Rev. Mr. Ingersoll, at the First Baptist Church of that city, which was well delivered and well received, there being a large number of Engineers present. Our train consisted of two large coaches, (the finest in the Company's service,) and the Engine Rocket (No. 40,) a beautiful Burnside engine, from the Rhode Island Locomotive Works, which was run by Mr. Melvin Boone, of Div. 95, with much credit to himself. Nothing transpired to mar the pleasure of our trip. On arriving at Indianapolis, we were met by a delegation from Division No. 11, which escorted us to the church.

After listening to the sermon we were all kindly cared for by the members of Division No. 11, who satisfied the appetites of all. On our return we stopped at Morris, where fifty-two of us sat down to a good substantial supper. After doing ample justice to this, we started for home; but, as a good opportunity offered, we again stopped, at the house of Brother H. Moody, who resides thirty four miles west of Cincinnati. Here the entire company left the cars and were entertained with some fine sacred music, on the cabinet organ, by Brother M. and his daughter, who are both master of the instrument.

We arrived home at 8 o'clock, p. m., all satisfied with the trip. The Ohio & Mississippi and Marietta & Cincinnati were the only roads represented from this city.

At a meeting held on the train, the following resolutions were adopted:

RESOLVED, That the members of Division 95, B. of L. E., return their sincere thanks to J. F. Richardson and Mr. H. M. Britton, the gentlemanly Superintendent and Master of Machinery, and officers in general of the I., C. & L. R. R., for furnishing us with the train.

RESOLVED, That we return thanks to P. Callahan, Conductor, who kindly volunteered his services to attend to the wants of the party.

RESOLVED, That Messrs. Richardson, Britton and Callahan be furnished with a copy of these resolutions, and the whole affair be published in the ENGINEER'S MONTHLY JOURNAL.

J. J. WRIGHT,
J. H. MILLER. } Com.

Obituary.

BROOKFIELD, Mo., June 26, 1869.

In the 29th year of his age, at Cameron, Mo., June 18, 1869, John Kicker.

At a regular meeting of Division No. 29, B. of L. E., the following preamble and resolutions were adopted:

WHEREAS, In the dispensation of an All-wise Providence, the Grand Chief of the universe, has seen fit to remove from our midst our much-esteemed friend and Brother, John Kicker, who departed this life on the 18th day of June, from injuries received on the 8th, by his engine being thrown from the track by running over a cow three miles south of Cameron Junction, on the Kansas City branch of the Hannibal & St. Joseph Railroad; and

WHEREAS, We accept it as a duty incumbent on us, to thus make manifest our sorrow for the sufferings and death of our beloved Brother, whilst yet in the prime of life and the full enjoyment of health and happiness; therefore, be it

RESOLVED, That we accept with christian fortitude and resignation, the decree of an All wise God, in thus taking so suddenly from our midst our beloved Brother, John Kicker.

RESOLVED, That in his death his mother has lost a dutiful son, his brother and sisters an affectionate brother, society one of its brightest ornaments, for he commanded the respect of all, without envy from any. The Brotherhood has lost one of its best members, who was a model of sobriety, and strict fidelity to his duties as as an Engineer, and his general character was irreproachable.

RESOLVED, That we hereby tender to his widowed mother and his brothers and sisters, our condolence in this, their sad and irreparable bereavement.

RESOLVED, That we tender our thanks to the citizens of Cameron, for the assistance they so kindly rendered, in trying to alleviate the sufferings of our deceased Brother.

RESOLVED, That we appreciate, to the fullest extent, the favor extended to us by our gentlemanly Master of Transportation, Mr. J. L. Harris, in having provided us a special train, to convey the remains of our deceased Brother to their last resting place; and we hereby tender to Mr. Harris the thanks of Division No. 29, and will ever feel grateful for the kindness he exhibited on that occasion.

RESOLVED, That the Hall of Division No. 29 be draped in mourning for the space of thirty days, as a token of mourning for our beloved Brother.

RESOLVED, That a copy of these resolutions be presented to the mother of our deceased Brother, and also a copy to Mr. J. L. Harris, and that they be published in the ENGINEER'S MONTHLY JOURNAL.

JOHN PUNSHON,
THOMAS EARLEY,
J. W. CHAPMAN. } Com.

POTTSVILLE, PA., June 28, 1869.

At a stated meeting of Pottsville Division, No. 90, B. of L. E., held at their Hall June 20th, 1869, the following preamble and resolutions were unanimously adopted:

WHEREAS, In the providence of the Almighty we are called to mourn the loss of our beloved Brother, George Wilson, who was killed while in the performance of his duties, by the explosion of the boiler of which engine he was running, at the foot of Mahaney Plane, June 18, 1869; therefore, be it

RESOLVED, That while we hear, with profound regret, of the death of Brother Wilson, and mourn hiss loss as a member of our fraternity, we bow with humble submission to the will of the Almighty, who is the Chief of the universe, and are again seriously impressed that we, too, are mortal, and may soon be called upon to take that journey from whence no traveler returns.

RESOLVED, That we deeply sympathize and mourn with the relatives and those afflicted by the sad event. We earnestly hope and pray that God may enable them to bear this sad bereavement with christian fortitude, and humbly submit to the will of that Divine Power who controls the destinies of all.

RESOLVED, That as a token of respect for the memory of our deceased Brother, our Hall be draped in mourning for thirty days.

RESOLVED, That we return our heartfelt thanks to Benjamin Wagner, Master Mechanic, and L. B. Paxson, Superintendent, for courtesies extended to those wishing to attend the funeral, for which kindness they shall ever be remembered.

RESOLVED, That a copy of these resolutions be presented to the family of our deceased Brother, with seal of the Division attached, and be published in the ENGINEER'S MONTHLY JOURNAL, and appear on the records of the Division.

ANDREW QUINN,
JACOB RUDY,
JOHN STARRETT. } Com.

Expulsions.

From Division No. 26—Howard M. Smith, Florence Donovan and William Garrison, for non-payment of dues; T. C. Levingston, for dishonesty in not paying his debts, and for non-payment of dues.

From Division No. 39—E. B. Whitmore, Joseph Gardiner, J. N. Vose, and Isaac Good, for non-payment of dues and assessments.

From Division No. 17—Abraham Baslington, for drunkenness.

From Division No. 93 —L. Tanner, for non-payment of dues and defrauding Brothers and other persons.

From Division No. 71—S. B. Lord, for being intoxicated while on duty—running passenger train.

Reinstatements.

Peter Newkirk, in Division No. 35.

OFFICE OF UNITED STATES RAILROAD CONDUCTORS' LIFE INSURANCE CO.,
COLUMBUS, OHIO, June 18, 1869.

MR. CHARLES WILSON:

DEAR SIR—Mr. M. L. Doherty having resigned the position of Secretary and Treasurer of this Company, we have appointed Henry C. Farmer to fill the vacancy. All communications will be addressed to him on business coming under his official appointment.

J. W. MOORE,
I. N. HORNER,
N. K. ELLIOTT,
Executive Committee.

STAR OIL COMPANY,

MANUFACTURERS OF

LOCOMOTIVE, ENGINE, CAR-BOX, SPINDLE AND SEWING MACHINE OILS.

THESE OILS ARE ENDORSED BY THE BEST PRACTICAL ENGINEERS AND OTHERS IN THE COUNTRY; ARE PRONOUNCED EQUAL TO THE BEST SPERM, AND COST NO MORE THAN MANY OF THE COMMON OILS IN MARKET.

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Office, 35, Dey Street,

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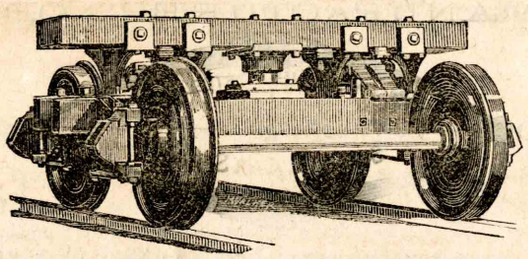
WILSON'S ANTI-FRICTION



LATERAL MOTION LOCK TRUCK.

We respectfully request the particular attention of Directors, Superintendents, Master Mechanics, and Car Builders to this improved Railroad Car Truck.

In the ordinary car truck now in use, friction wheels, plates, or rollers, are employed in various combinations, for the purpose of allowing the car to adapt itself, without strain to the curvatures of the track; but with the devices heretofore employed, there is a tendency to spread the track when the truck and car pass the curves, causing considerable wear and tear, both to the permanent way and the rolling stock.

In this invention we dispense with all friction wheels, plates, or rollers, swinging bolster, jaws and levers, and also with the rubber springs now so much in use, and by a novel combination and arrangement of steel springs with the bolster, and of an improved form of crown plates, permit a gentle radial, as well as a lateral movement, to be communicated to the truck and car, so that it may readily adapt itself to the curvature of the permanent way or road bed, and obviate all strain and unnecessary friction between it and the rolling stock, these improved trucks being constructed, also, at a less cost in the first construction thereof.

The nature of this invention consists in suspending the car bolster by means of swinging links, in suitable brackets, upon steel springs secured to the car bolster, so that the car bolster may have a slight degree of rotary movement upon its axis, and also a slight lateral and longitudinal play.

It consists likewise in a novel form of crown plates to facilitate the lateral play of the car bolster and in devices for confining spiral springs within the axle boxes to counteract the jar which is caused by the unevenness of the track.

Also we secure the trucks from sliding after getting off the track, thereby preventing the cars from being precipitated down embankments; in all other trucks now in use, this frequently occurs, causing destruction to life and property. This principle can be adopted both for a four or six wheel truck for freight or passenger cars.

All communications to be addressed to

J. B. FLETCHER,
Supt. National Car Co.,
Agent for United States, St. Albans, Vt.
THOMAS L. WILSON, Patentee,
Master Car Builder, G. T. R.,
Montreal, P. Q.

REFERENCES—G. Merrill, Supt. V. C. R. R., St. Albans, Vt.; J. W. Hobart, G. F. A. R. R., St. Albans, Vt.

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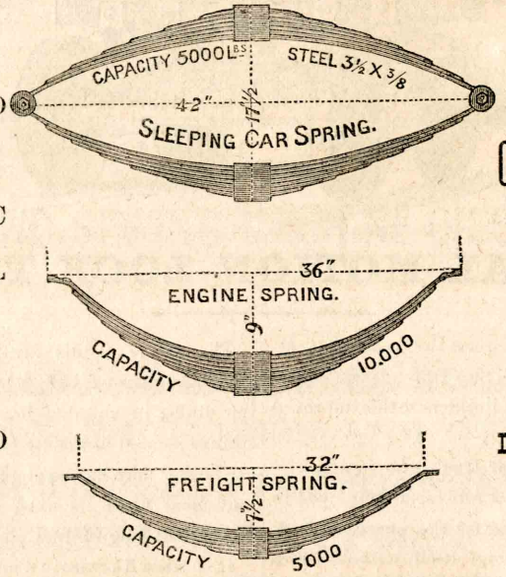

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A. French, Supt.

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ADAMS AYER, President. H. K. LEACH, Superintendent.

American (Waltham) Watches.

PROOF OF THEIR SUPERIORITY.

PENNSYLVANIA RAIROAD COMPANY.

OFFICE OF THE GENERAL SUPERINTENDENT, ALTOONA, December 15, 1866.

GENTLEMEN: The watches manufactured by you have been in use on this railroad for several years by our enginemen, to whom we furnish watches as part of our equipment. There are now about THREE HUNDRED OF THEM carried over our line, and we consider them good and reliable time-keepers. Indeed, I have great satisfaction in saying, your watches give us less trouble, and have worn and do wear much longer without repair, than any watches we ever had in use on this road. As you are aware, we formerly trusted to those of English manufacture, of acknowledged good reputation; but, as a class, they never keep time as correctly, nor have they done as good service, as yours. In these statements I am sustained by my predecessor, Mr. Lewis, whose experience extended over a series of years.

EDWARD D. WILLIAMS, General Superintendent.

AMERICAN WATCH COMPANY, WALTHAM.

NEW YORK CENTRAL RAILROAD.

LOCOMOTIVE DEPARTMENT, WESTERN DIVISION, ROCHESTER, December 24, 1864.

GENTLEMEN: I have no hesitation in saying that I believe the great majority of locomotive engineers have found, by experience, that Waltham Watches are the most satisfactory of any for their uses. They run with the greatest accuracy and steadiness, notwithstanding the rough riding of an engine; and as I have never known one to wear out, they must be durable. I hope to see the time when railway companies generally will adopt your watches, and furnish them to engineers and conductors. In my opinion, it would greatly tend to promote regularity and safety.

Yours respectfully,

CHARLES WILSON, Grand Chief Engineer,
Brotherhood of Locomotive Engineers.

AMERICAN WATCH COMPANY, WALTHAM.

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For facts or other information, address

ROBBINS & APPLETON,

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The Brotherhood of Locomotive Engineers.

Locomotive Engineers throughout the Continent, who are desirous of forming Sub-divisions of the B. of L. E., to act in concert with those already organized, are invited to communicate with

CHARLES WILSON, G. C. E.
Address Box 1631, Fort Wayne, Ind.

Division Meeting Notices.

DIVISION NO. 1, DETROIT, MICHIGAN.—
O. HOLMES, C. E.,
E. HARRISON, F. A. E., care Langdon & Co., C. B. Detroit, Mich.

DIVISION NO. 2, MARSHALL, MICHIGAN,
THOMAS FAULKNER, C. E.,—P. O. Box 163, Marshall, Mich.
M. S. O'KEEFE, F. A. E., Marshall, Mich. Box 394.

DIVISION No. 3, MICHIGAN CITY, IND.-Meets every Saturday evening, third story, Sherman's block, room No. 9, corner of Franklin and Michigan streets, Brothers in good standing give us a call.
C. C. SAVAGE, C. E.,—Box 26 Michigan City, Mich.
E. H. MITCHELL, F. A. E.,—Box 196 "

DIVISION NO. 4, ADRIAN, MICHIGAN.—Address J. Tomlinson, or L. J. Wheeler, Adrian, Mich.

DIV. No. 5, NORWALK, O.—Meets first and third Saturday evenings in each month, in Engineer's Hall, Latimer's block, corner of Main street and Railroad Avenue.
T. L. BRENAN, C. E.,
CHARLES STEELE, F. A. E.,
T. J. HATSWELL, Cor. Sec. Div. Box, 105 Norwalk, Ohio.

DIVISION NO. 6, MONTANA, IOWA.
J. K. FLINT, C. E.,—Box 80, Montana, Boone Co., Io
WILMOT, F. A. E, " "

DIVISION No. 7, LAFAYETTE, IND.—Meets every Saturday evening, at Reynolds Block, Stone Front, on Main street.
ELISHA CANDEE, C. E.,—Box 36 Lafayette, Ind.
FRED HUBLEY, F. A. E., " "

DIVISION NO. 8, CRESTLINE, OHIO.
D. M. PEPPARD, C. E.,—Box 183, Crestline, Ohio.
W. J. READ, F. A. E., "

United States Railroad Conductor's Insurance Company.

Conductors of railroads wishing information of, or to become members of the United States Rail Road Conductor's Life Insurance Company, will please address H. C. Farmer, Secretary and Treasurer, Columbus, Ohio, giving their Post Office address, who will send documents and instructions.

JAMES MARSHALL, Prest.
H. C. FARMER, Sec'y & Treas.
Columbus, O., Dec. 12. '68.

DIV. No. 10, CHICAGO, ILL.—Meets every Saturday evening, Morrison's block, 155 South Clark street, room No. 10. Brothers in good standing are requested to correspond and meet with us.
J. C. PARKER, C. E.,—98 Wilson St. Chicago, Ill.
N. F. STORY, F. A. E.,—248 4th Avenue, "
R. S. BROWN, Corresponding Secretary, Weldon Shops

DIVISION NO. 11, INDIANAPOLIS, IND.—Meets every Saturday evening, East of Odd Fellows Hall No. 62, Washington Street. Brothers in good standing are respectfully invited to attend.
T. D. Hutchinson C. E.,—Indianapolis, Indiana.
G. W. Tyer, F. A. E.,—139 South East street, Indianapolis, Ind.
J. B. Whitsell, Cor. Sec., Box 1259, Indianapolis Ind.

DIV. NO. 12, FORT WAYNE, IND.—Meets every Saturday evening, 3d floor, Baker's block, Clinton street, between Columbia and Main streets.
E. O. POOLE, C. E.,—Box 939 Fort Wayne, Ind.
H. C. BRUSH, F. A. E.,—Box 125 "
W. T. JACKSON, Cor. Sec. Box 625 "

DIVISION NO. 13, CONCORD, N. H.,
J. M. CODMAN, C. E.,—No. 26 Centre street Concord, N. H.
J. P. MASON, F. A. E., Concord, N. H.

DIVISION No. 14, UTICA, NEW YORK.—Meets every Monday evening, at Brotherhood Hall, over No. 9, Broad street, 3d floor. Members of other Divisions are respectfully invited to attend
ABRAM SHOEMAKER, C. E.,—Manlius, New York.
M. J. CARROL, F. A. E.,—66 main St., Utica, N. Y.
M. RICKARD, Cor. Sec., "

DIVISION NO. 15, BUFFALO, New York—Meets every Wednesday evening, Daniels Block, Mich street. Members in good standing are respectfully invited to attend.
C. K; BECKWITH, C. E.
P. O. Box, 2791. L. R. SKINNER, F. A. E.

DIVISION No. 16, GALLION, OHIO.—Meets every Saturday evening in Spoonhouse's Block, corner of Main and South Streets. Members of the Order in good standing are respectfully invited to attend.
A. B. QUIGLEY, C. E.,—Gallion, Ohio.
JUD. BELTON, F. A. E.,—Box 25 Gallion, Ohio.

DIVISION 17, ALLEGHENY CITY, PA.—Meets every Wednesday evening at half-past 7 o'clock, in Odd Fellows' Hall, north end of hall, and Spears', plow-makers, Beover street, Manchester, Alle heny, Penn.
ROBT. CHISHOLM, C. E.,
EDWARD MALONE, F A E,
No. 183, washington street.

DIVISION NO. 18, ROCHESTER, N. Y.—Meets every Saturday evening in Flint's block, 4th floor, corner of State street and N. Y. C. R. R.
GEORGE COLBURN, C. E.,—N. Y. C. R. R.,
JOHN BARKER, F. A. E., "
CHAS. THOMAS, Cor. Sec.,—26 Gorham St., Rochestor, New York.

DIVISION NO. 19, BLOOMINGTON, ILL—Meets first and third Saturday evenings of each month, at Engineers' Hall, corner Main and Jefferson sts.
JAMES O'NEIL, C. E.,—Box 241 Bloomington, Ill.
STEPHEN AKERS, F. A. E., " "

RICHMOND DIV. No. 20, LOGANSPORT, IND.—Meets every Friday evening in Engin'rs Hall, Market street, at 2 o'clock p. m.
JOHN COOPER, C. E.;—Richmond, Indiana.
ROBERT JOHN, F. A. E.,—Box 351 Logansport, IND,
C. A. FRANCISCO, Corresponding Secretary, Richmond, Ind.

DIVISION NO. 21, MEMPHIS, TENN.
GEO. FOX, C. E.,—Address care M. & L. R. R. R.
J. H. TEDRO, F. A. E.,—M. & O. R. R.

DIVISION NO. 22. CAMDEN, N. J.
G. W. VERNON, C. E.,—Box 33, Camden, N. J.,
R. GAUNTH, F. A. E., " "

DIV. No. 23, SPRINGFIELD, Ill.—Meets every Friday and Saturday alternately, west side Public square.
BURB MALLET, C. E.,—Box 430 Springfield Illinois.
G. R. HOUGH, F. A. E.,—1,115 "

DIVISION No. 24, CENTRALIA, ILL.—Meets every Saturday evening, in Odd Fellows Hall. All worthy brothers are cordially invited to meet with us.
E. P. PHELPS, C. E.,—Box 142 Centralia, Illinois.
M. VAN PATTEN, F. A. E.,—Box 122 "

DIV. No. 25, TERRE HAUTE, IND.—Meets every Saturday evening, Engineers' Hall, corner Main and Third streets.
A. J. SHERBURNE, C. E.,—Box 780 Terre Haute, Ind.
G. W. SHEARER, F. A. E.,—Box 232 "

DIVISION NO. 26, SELMA, ALABAMA—Meets first and third Saturday evenings of each month, at their Hall, near Shops of S., R & D R R. Visiting Brothers are invited to meet with us.
C DUNCAN, C. E.
A J SITTON, F. A. E.

DIVISION No. 28, DAYTON, OHIO.—Meets alternate Saturday evenings, in their hall, Dickey's new building, corner of Ludlow and Sixth st eets.
F. W. BROWN, C. E.,—Dayton, Ohio.
W. L. WRIGHT, F. A. E., "

DIVISION NO. 29 BROOKFIELD MO-Meets first and third Wednesday, and second and fourth Saturdays of each month, in Roberts Building, second floor Main street.
W. H. EMERY, C. E.,—Box 79 Brookfield, Mo.
D, A, FINN, F. A. E.,—Box 80 Brookfield, Mo.

DIV. NO. 30, PHILLIPSBURG, N. J.—Meets first Friday, and third Saturday of each month at B. D. R. R. depot, fourth story.
T. D. VOORHEES, C. E.,—To whom all communications should be addressed, Box 259, Easton, Pa.
SAMUEL BALDWIN, F. A. E.,—Phillipsburg, N. J.

DIVISION No. 31, CLEVELAND, OHIO.—Meets first Saturday and third Friday evenings, of each month, at Temperance Hall, 184 Superior street.
J. S. TOWNSEND, C. E.,—No. 76 Morison street Cleveland, Ohio.
ROBERT BATCHELOR, F. A. E., Cleveland, Ohio.
Address T. B. CUYLER, Cor. Sec. C. & P. R R. Shops, Cleveland, Ohio.

DIV. No. 32, AURORA, ILL.—Meets first and third Saturdays, second and fourth Sundays of each month.
W. DEMPSTER, C. E.,—Box 214 Aurora, Illinois.
EW'D KUCHENE, F. A E.,—Box 40 " "
W. D. Hawkins Cor. Sec. Box 666 " "

DIV. NO. 33, NASHVILLE, TENN.—Meets every first and third Sunday, in each month, at 10 o'clock A. M., in Engineers' Hall, fourth floor of Union and American Block, cor Cherry, and Church sts., opposite the Maxwell House, Visiting brothers always welcome.
H. C. SHEETZ, C. E.,—Nashville, Tennessee.
A. T. HOWE, F. A. E., " "

DIVISION NO. 34, LITTLE MIAMI, COLUMBUS, OHIO.
JOHN KILROY, C. E.,—Box 442. Columbus, Ohio.
A. F. WEBB, F. A. E.,—Box 88, "

DIVISION NO. 35, LEXINGTON, K. Y.
FRANK LOCKWOOD, C. E.,—Lexington, Kentucky.
J. W. STIFLER, F. A. E., "

DIVISION NO. 36, ZANESVILLE, OHIO.—Meets every alternate Sabbath at 2 o'clock, P. M. in Druids Hall, Main street between Seventh and Eighth, all Brothers in good standing are cordially invited to attend.
V. B. SHIPLEY, C. E.,—Zanesville, Ohio.
JOHN FROKELTON, F. A. E. "

DIVISION No. 37, LITCHFIELD, ILL.—Meets every alternate Saturday evening in Odd Fellows Hall, State street, West side of Public square.
JAMES GILDUFF, C. E.,—Litchfield, Illinois.
ANSON GUSTIN, F. A. E., " "

DIV. No. 38, MARTINSBURG, W. VA.—Meets every Wednesday evening, in Boaman's Hall, Queen street, next door to the National Bank of Martinsburg. All members of the Brotherhood in good standing are respectfully invited to meet with us.
D. BARNETT, C. E.
J. D. COPENHAMMER, F. A. E.,—Martinsburg, W. V.

DIV. No. 39, SEYMOUR, IND.—Meets first and third Friday and second and fourth Saturday evenings of each month. Visiting brothers cordially invited.
J. L, PARRISH, C. E.,—Box 225, Seymour, Ind.
H. C. BROWN, F. A. E.,—Box 261, " "

DIVISION No. 40, PORTLAND ME.—Meets every other Wednesday evening, commencing Sept., 30th, at 7:30 p. m., over First National Bank, corner Middle & Plumb sts.
L. V. WALKER, C. E.,—No. 13 Middle st., Portland, Maine.
H. B. WING, F. A. E.,—No. 8 Salem street.

DIVISION No. 41, ELMIRA, N. Y.—Meets first and third Saturday evenings of each month, at Engineers Hall, Bunely Block, corner Lake & Carrol Sts.
GEORGE VANOVEN, C. E.,—Box 119, Elmira, N. Y.
JOHN A. BALEY, F. A. E., " " "

DIV. No. 42, CARONDELET, MO.—Meets second and fourth Saturday evenings of each month.
JOHN C. THORPE, C. E.
BERNARD SMITH, F. A. E.

DIVISION NO. 43, MEADVILLE, PENN.
H. D. BROWN, C. E.,—Box 96, Meadville, Penn.
J A. COOPER, F. A. E.—Box 198, "

DIVISION No 44, ALTOONA, PA.—Meets the second and last Saturday evenings of the month, in Patton's Hall, Virginia street.
PHILLIP LOGAN, C. E.
Isaac BELL, F. A. E.,—Harrisburg, Pa., care of W. P Hughes.

DIVISION NO. 45, WEST PHILADELPHIA, PA —Meets every Saturday evening corner of Coats St and Pennsylvania Avenue.
GEORGE K. STEVENS, C. E.,—611 north 37th street, Mantua, Philadelphia Pa.
DELOS EVERETT, F. A E.,—611 north 37th street, Mantua, Philadelphia, Pa.

DIVISON 46, ALBANY, N. Y.—Meets every Monday evening, at their Hall, No. 51, Jackson st.
J. C. SCHERMERHORN, C. E.,—N. Y. C. R. R., West Albany, N. Y.
W. H. BOOTH, F.A. E.,—158 Lumber Street. Albany, N. Y.

DIVISION 47, HORNELLSVILLE, N. Y.—Meets Wednesday and Thursday evenings of each week alternately, at Engineers' Hall, corner Main and Church streets.
CHAS. N. ALLEN, C. E.,—Hornellsville,, N. Y.
MICHEAL CALAHAN, F. A. E., Hornellsville, N. Y.

DIVISION NO. 48, St. LOUIS, MO.—Meets first and third Saturday evenings of each month, Summit Avenue, between Cooper and Chouteau Avenue, Pacific Rail Road shop.
S. D. CAMPBELL, C. E.,—St. Louis, Mo.
FRANK LEWIS, A. E.,—St. Louis, Mo.

DIVISION NO. 49, St. LOUIS, ILLINOIS.
W. B. VERMILLION C E.—East St. Louis, Illinois,
BARNEY MCDONALD, F. A E "

DIVISION No. 50, PITTSBURGH, PA.—Meets every Sunday afternoon, at 2 p. m., Odd Fellows Hall, Penn street, Fifth Ward
H. B. JOHNSTON, No. 8, 21st street, 12th Ward, Pittsburgh, Pa.

DIV. NO. 51, PHILADELPHIA, PA.—Meets First and Third Wednesday Evenings, at American Mechanics' Hall, in Lombard St., near Thirteenth.
CHARLES G. FOX, C. E.,—No. 98 Gough St. Baltimore, M. D.
L. D. TUFTS, F. A. E.,—Box 1,017, Clement street, Philadelphia, Pa.

DIVISION NO. 52, BALTIMORE, MD.—Meets every alternate Sunday, at No. 87½ Preston Street at 2 o'clock A. M. Members from sister Divisions, in good standing, are requested to meet with us when convenient.
John W. Macabee,C. E.,—No. 145 Preston St., Baltimore, M. D.
J. H. Stephens, F. A. E.,—No. 1 Chase Street, Baltimore, M. D.

DIV. No. 53, JERSEY CITY, N. J.—Meets first and third Friday evenings of each month, Odd Fellows' Hall, 49 Montgomery street.
JAMES R. SMITH, C. E.,—348 Mulberry St., Newark. New Jersey.
HENRY C. HUTTON, F. A. E.,—Box 235, Jersey City, New Jersey.

DIV. No. 54, PORT JERVIS, N. J.—Meets Monday and Saturday evening, alternately, at Engineers' Hall, corner of Front and Sussex streets.
JOSEPH W. WEED, C. E.,—Box 56, Port Jarvis, N. Y.
J. M. COOKSON, F. A. E., Box 71, " "

DIV No. 55, GRAFTON, W. VA.—Meets every Friday and Saturday evening alternately, at Jenkins' Hall, on Front street.
WILLIAM D. HARDIE, C. E.,—Grafton, West Va.
JOHN C. ENGLEHARD, F. A. E.

DIV. NO. 56, KEOKUK, IOWA.—Meets the second and fourth Saturday evenings of each month, in Patterson's block, Johnson street, between Second and Third.
S. W. WAKEFIELD, C. E.,—Box 492, Keokuk, Iowa.
JAMES LAMB, F. A. E., " "

DIV. No. 57, PROVIDENCE, R. I.—Meets first Monday and third Thursday evenings, of each month, on third floor, of 62 Waybosset street. Members in good standing are ressctfully invited to meet with us.
L. J. PATTON, C. E.,—No. 18, Common street.
BENJAMIN HASKELL, F. A. E.,—No. 89, Sheldon St.

DIVISION No. 58, KINGSTON, PA.—Meets first Monday and third Tuesday evenings, at Masonic Hall.
JOHN H. SMITH, C. E.,—Box 711, Wilksbarrie, Pa.
LUTE WELCH, F. A. E., Box 82, Kingston, Pa.

DIVISION No. 59, GREENBUSH, N. Y.—Meets first and third Wednesdays of each month, Odd Fellows' Hall, corner of Ferry and Broadway sts. Visiting Brothers are invited to meet with us.
W. B. HORTON, C. E.,—Box 66, Greenbush, N. Y.
CHAS. MELIUS, F. A. E., " "

DIVISION No. 60, ROCK ISLAND, ILL.—Meets first Saturday and third Friday of each month, at their Hall, in the passenger depot, Davenport Iowa, at 6 p. m.
J. E. MOUSELY, C. E.,—Box 88, Davenport, Iowa, to whom all correspondence should be addressed.

DIVISION NO. 61, BOSTON, MASS.—Meets first and third Wednesday in each month, at No. 3 Tremont Row Hall 38.
G. H. SANDERSON, C. E.,—152 Albany street, Boston, Mass.
I. C. PINGREE, F. A. E.—East Cambridge, Mass.
R. T. KING, Cor. Sect. Nashua N. H.

DIVISION No 62, GALESBURG, ILL.—Meets in Odd Fellows Hall, every Saturday evening, at 7 p m.
JAS C NASH, C E.,—Box 448, Galesburg, Illinois.
ROBERT W. COLVILLE, F. A. E., Box 85, " "

DIVISION NO. 63, SPRINGFIELD, MASS.,—Meets in Sons of Temperance Hall, Room 18, Barnes Block.
G. F. SOLLACE, C. E.—No. 16 Main Street Springfield Mass.
HENRY E. PAY, F. A. E., Box 127, ward one P. O., Springfield, Mass.

DIVISION No. 64, WORCESTER, MASS.,—Meets the first Thursday and third Wednesday evenings of each month norner of Main and Front streets, room No. 1, at 7,30 P. M.
H. W. FENNER, C. E., No. 5, Reservoir St.
P. L. COOPER, F.A.E. " "

DIVISION No 65, CHILLICOTHE, OHIO.—Meets every Saturday evening.
W. W. HUNTSMAN, C. E.,—Chillicothe, Ohio.
S. E. MOSHER, F. A. E., " "

DIVISION NO. 66, PORTAGE CITY, WIS.
E. R. CRIPPEN, C. E., —Box 344, Portage City, Wis
G. T. THOMPSON, F. A. E., "

DIVISION No 67. DUNKIRK, NEW YORK—Meet at their hall, in the Erie Railway Buildimg, on Front street, Dunkirk, N Y, every alternate Saturday evening. commencing Feb. 1st, 1868. Brothers from other divisions are cordially invited to visit and correspond.
J. C. HAGGETT, C. E.,—Box 466, Dunkirk, New York.
John FOSS, F. A. E., Box 34, " "

DIVISION No. 68, LONDON, CANADA WEST.—Meets every Saturday evening at Moral Temperance Hall—opposite the City Hall—Richmond street,
J. S. MASON, C. E.—Wellington, street, London, Ontario.
THOMAS W. COX, F. A. E., Wellington st., London, Ontario.

DIVISION No. 69, ATLANTA, GA.—Meets every Friday evening, at 3 p. m., in No. 1 Fire Company's Hall on Broad street,
W. H. ANDERSON, C. E.,—Box 62, Atlanta, Ga.
F. M. BERRY, F. A. E. " "

DIV. No. 70 TORONTO ONTARIO—Meets first and third Saturdays of each month at 8 p. m. in their Room, No. 39 Beckett's Building King st., west. Brothers from other Divisions are respectfully invited to visit and correspoud with us.
ROBERT PEARSON, C. E.,—334½ Adlaide St. Box 256.
MICHAEL FINNELL, F. A. E.,—Box 256.
HUGH MCLENNAN, Corresponding Sec'y, Box 256.

PENN TREATY DIVISION No. 71.—Meets in Union League Hall, Frankford Road and York street, Kensington, Philadelphia, on the named dates: Jan. 7th, 12th, 21st, and 26; Feb. 4th, 9th, 18th, and 23d; March 3d, 8th, 17th, 22d, and 31st; April 5th, 14th, 19th, and 28th; May 3d, 12th, 17th, 26th, and 31; June 9th, 14th, 23d, and 28th; July 7th, 12th, 21st, and 26th; August 4th, 9th, 18th, and 28th; September 1st, 6th; 15th, 20th, and 29th, October 4th, 13th, 18th, and 27th; November 1st, 10th, 15th, 24th, and 29th; December 8th, 13th, 22d, and 27th. The members of the fraternity are cordially invited to meet with us.
ISAAC C. SHUTE, C. E.,—Camden, New Jersey.
Daniel H. Fowler, F. A. E.,—Box 564 York street, Philadelphia. Pa.

AMBOY DIVISION, NO. 72—Meets every two weeks, Friday and Saturday evenings alternately.
C. A. MARSTIN C. E.,—Amboy, Illinois.
I. R. PATTERSON, F, A. E., "

DIV. No. 73, MADISON. WIS.—Meets first Wednesday and third Saturday of each month, in Odd Fellows' Hall. Members in good standing are respectfully invited to attend.
FRANK COLLINS, C. E., Prarie du Chein, Wisconsin.
ROBERT TOOMBS, F. A. E., Box 827, Claybourn street Wilwaukee, Wisconsin.

DIVISION No. 74, HARRISBURG, PA.—Meets in College Block, Third street, between Market and Walnut, every Saturday at 7½ a. m.
JOHN FRITCHEY, C. E.,—Box 160, Harrisburg, Pa.
E. N. JONES, F. A. E., " "

DIV. No. 75, READING PA.—Meets every Saturday evening, corner of Seventh and Penn streets, at 8 o'clock, p. m. Brothers give us a call; we are always on time. All communications addressed to
C. G. STEFFEE, C. E.,—No. 743 Chesnut street, Reading, Penn.
E. J. RAUCHE, F. A. E., Box 226, Reading, P. A.

DIVISION NO. 76, CATAWISSA, PA.
N. CURTIS STANLEY, C. E.,—Box 31, Catawissa, Pa.
L. S. WOODBRIDGE, Box 63, "

DIVISION NO. 77, NEW HAVEN, CONN.,—Direct all corresdondence to
SAMUEL P. RAND, C. E.,—No. 240, Crown st. New Haven, Ct.
HENRY C. KNAPP, F. A. E. No. 12 William street, New Haven, Ct.

DIVISION No 78, LOUISVILLE, KY.—Meets every Wednesday, at 1:30 p. m., in Good Templer's Hall, corner 9th and Broadway.
A R ELLIOTT, C. E.,—13th street between Broadway & Maple, Louisville, Ky.
J A SANFORD, F. A. E., 302, 11th St., Louisville, Ky.

DIVISION NO. 79, MALONE, N. Y.—Meets every Saturday evening.
W. H. GREY, C. E.,—To whom all communications must be addressed, Box 345, Malone, New York.
FRANCIS GUYETTE, " "

DIVISION NO. 80, MACON, GEORGIA.
JAMES BOONE, C. E., Macon, Ga.
C. A. MATHEWS, F. A. E.

DIV. No. 81, WYANDOTTE, KANSAS.—Meets second and fourth Saturday evenings of each month, in Sons of Temperance Hall, Nebraska Avenue, McGrewe's Block, between Second and Third streets.
FRANK WILSON, C. E.,—Box 145 Wyandotte, Kansas.
L. H. WAUGH, F. A. E.,—Box 233, Wyandotte Kan.

DIVISION No. 82, URICHVILLE, OHIO.—Meets every Tuesday evening at Red Mens Hall, between Front and Main, on Third Street.
JAMES PATTERSON, C. E.,
C. A. HUNT, F. A. E.,—Box 73, Urichsville, O.

DIVISION NO. 83, SCHENECTADY, NEW YORK.
HENRY HARVEY, C. E.,—Box 669, Schenectady, N. Y.
ROBERT F. FREEMAN, F. A. E., " " "

DIVISION No. 84, RUTLAND, VERMONT.—Meets on the first and third Tuesdays of each month at old Masonic Hall, Merchants' Exchange, at 8 p. m. Members of the fraternity in good standing are cordially invited to meet with us.
CHARLES B. DAVIS, C. E., Bellows Falls, Vermont.
Wm. B. THRALL, F. A. E.,—Box 177, Rutland, Vt.

DIVISION NO. 85, ST. ALBANS, VERMONT.
R. M. GREGG, C. E.,
L. B. GREENE, F. A. E.,—Box 65, St. Albans, Vt.

DIVISION NO. 86, ST. CHARLES, MISSOURI.
CHARLES HALLIDAY, C. E.,—Box 403, St. Charles Mo.
D. W. TUPPER, F. A. E. " "

DIVISION No. 87, TROY, NEW YORK.—Meets every first and third Wednesday, at Druid's Hall, 333 River street. Visiting brothers are respectfully invited to attend.
S. F. GREGORY C. E.,—Box 168, Troy New York.
JOHN E. FARRELL, F. A. E. " "

DIVISION NO. 88, GRAND ISLAND, NEB.
Meets every Sunday eve. All members of good standing regardless of locality are invited to meet with us,
WARREN L. LLOYD, C. E.,—Grand Island, Neb.
A. S. WILKINS, F. A. E. " " Box 516

DIVISION NO. 89, POINT ST. CHARLES, PRO. QUEBEC, C. E.
HENRY MAYO, C. E.,—Box 59, Point St. Charles, Ontario, C. W.
ADOLPHUS DAVIS, F. A. E.—St. Johns, Prov. of Quebec, C. E.

DIVISION NO. 90, POTTSVILLE, PA.—Meets in the Town Hall, Center st. Pottsville-on the first and third Sunday of each monnth. Brothers give us a call We are always on time
EDWARD MORRIS, C. E.,—Box 534, Pottsville, Penn.
ISAAC DELONG, F. A. E., " " "
GEORGE J, REICK—Cor. Sec'y.

HUNTSVILLE, ALA., DIVISION NO. 91,—Meets the third Saturday of every month in the third story Moores Block, opposite the Court House.
A. P. WHITTIEAR, C. E.,—Huntsville, Alabama.
JOHN GLENN, F. A. E., " "

DIVISION No. 92, PEORIA, ILL.—Meets first and and third Saturday evenings, of each month, at the Good Templar's Hall, corner of Adam's and Main sts. Members in good standing are respectfully invited to meet with us.
H. E. SEELEY, C. E.,—Box 990 Peoria, Illinois.
JOSEPH CLOUGH, F. A. E.,—Box 1341, Peoria, "

DIV. NO. 93, JACKSON, TENN.--Meets first and third Fridays of each month, in Good Templars' Hall, all worthy Brothers are invited to meet with us.
R. GOODWIN, C. E.
A. CUNNINGHAM, F. A. E.

Mt. SAVAGE DIVISION, NO. 94, MD—Meets the first and third Mondays of each month, Odds Fellows Hall. Brothers in good standing are invited to visit us.
CHARLES A. HOUSTON, C. E.,—Mount Savage, M. D.
CHARLES MALSBERGER, F. A. E., " "

DIV 95 CINCINNATI, OHIO,—Meets the first and third Sunday of each month, corner 3d and Mill Sts. All Brothers in good standing are invited to give us a call.
RICHARD GOODELL, C. E,—C. C. & L. R. R. shops.
J. J. WRIGHT, F A E., 591 West Sixth street.

DIVISION No. 96, WEST CHICAGO, ILL.--Meets May 6, 13, 21, 27; June 3, 11, 17, 24; July 2, 8, 15, 29; August 7, 13, 19, 26; Sept. 2, 9, 16, 24; at 155 South Clark Street, at 7.30 p. m.
C. S. BINKLEY, C. E.,--No. 1,375 State Street Chicago, Illinois.
G. J. BENJAMIN, F. A. E.,—No. 1,515, State Street, Chicago, Ill.

DIV. 97, SOUTH BALTIMORE, Maryland.—Meets every Saturday evening, at half-past 7 o'clock, northwest corner of Baltimore and Green sts. All members of the Brotherhood in good standing are cordially invited to attend.
WM. GALLOWAY, C. E.,---No. 138 McHenry St.
G. W. HURDLE, F. A. E.,-- west " "
C. W. SELBY, cor sec'y, 33 South Republican st.

DIV. No. 98, SUNBURY, PA—Meets every alternate Sunday, commencing June 27th, at Bright's new building, in Odd Fellow's Hall.
ROBERT CARTER, C. E.
F. G. KENT, F. A. E.

DIV. 99, WATER VALLEY, MISS.---Meets first and third Saturday, of each month, at 7 p. m.
Visiting Brothers are respectfully invited to give us a call.
HENRY GIBBONS, C. E.--M. C. R. R. Water Valley Mississippi.
JOHN E. BECTON, F. A. E.---M. C. R.R. Water Val'y Mississippi.

DIV. 100, WILMINGTON, N. C.

G.S.BAKER,C.E.,-W.& M. R. R.,Box 245 Wilmingt'n N. C.
ROBT. CARTER, F. A. E., W. & M. R. R., Box 245 Wilmington, N. C.

DIV. 101, RICHMOND, VA.

JOHN O'BRIEN, C. E., R. & P. R. R.
MARTIN R. ALLEY, F. A. E. C. & O. R. R.

DIV. No. 102 AUSTIN, Minnisota.
S. R. CLARK, C. E., Box 229

ROCKEY MOUNTAIN DIV. No. 103, Laramie, W. T.—Meets every alternate Friday and Saturday evenings.
B C HOWARD, C E—U. P. R. R., Laramie, W. T.
JAS. MCGIBBON, F A E., " " "

DIV. NO. 104, COLUMBIA, PA.---Address Joseph A. Spangler, Harrisburg, Pa.

DIV. NO. 105, NEW YORK CITY---Address Jas. R. Smith, Box 235, Jersey City, N. J.

DIV. NO. 106, BELLOWS FALLS, VT. --Address W. B. Thrall, Rutland, Vt., Box 177.

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